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EXCURSION TO MACAO

SUNDAY, 18th MARCH, 1934

S.S. "SUI TAI"

will leave Hong Kong at 9 a.m. and Macao at 4 p.m.

SPECIAL SALOON FARES.

WEEK DAYS.—Single: \$3.00; Return: \$5.00.

EXCURSIONS.—Single: \$3.50; Return: \$4.00.

Note.—All Steamboat Company's Steamers are fitted with Wireless.

London Air-Mail Letter

A Different System: A Conservative Victory.
Lord Rothermere's Goal: Shanghai
Electric's Domicile

(Special Air-Mail Service)

London, February 20

JAPANESE REVUE FOR LONDON
Mr. Cochran, I learn, hopes to
arrange for the famous Shochiku
Revue to visit London in the au-
tumn.

If the project materialises I
predict a theatrical novelty such
as we have not enjoyed since the
Russian Ballet first came here.

The company, drawn on Japan-
ese art of all periods. One of the
things that impressed me when
I saw it was the Occidental type
of beauty affected by the revue
girls in the modern numbers—the
brightest stars of Nippon's amuse-
ment firmament, as a Japanese
put it.

They looked, indeed, far more
European than many of their sis-
ters on the London stage.

A DIFFERENT SYSTEM

The margin system in Wall
Street works differently. Instead
of paying the full cost of his
purchase the buyer puts up in
cash 25 per cent. to 33 1-3 per
cent., the remainder is financed
by his broker or banker.

If the price of his stock falls
from \$100 to \$75, and he has put
up a margin of 25 per cent., he
either has to put up more margin,
that is, cash, or submit to a
forced sale. In that event he is
liable for any loss incurred.

Under the proposed legislation
no broker or banker will be al-
lowed to lend any client more
than 80 per cent. of the lowest
price at which the security has
sold during the three preceding
years, or 40 per cent. of the cur-
rent market price, whichever is
higher.

This means that the margin a
buyer of stock will in future have
to put up is raised from 25-33
1-3 per cent. to 60 per cent. of
the current market value.

STOCK EXCHANGES HERE AND
IN U. S.

As Mr. Chamberlain pointed out
yesterday, in reply to a question
whether it was proposed to regu-
late the London Stock Exchange
on the lines of the legislation in-
troduced in America, the condi-
tions in the two countries are
quite different.

The marginal system of trading
on Wall Street is rather like the
hire-purchase system. A man
can buy more stock than he can
afford to pay for in full at any
given moment.

There is no margin system on
the London Stock Exchange. Set-
tlements in London are fortnight-
ly. In Wall Street they are daily.

One can contango one's pur-
chase in London; that is, carry
it over from one account to an-
other, subject to payment of in-
terest. But in this case the buyer
pays, or receives, the difference
between the price from one ac-
count to the other.

A CONSERVATIVE VICTORY

Sir Roger Keyes has had a re-
markable victory at Portsmouth.
He has wiped out the disgrace of
the Conservative defeat at
Fulham.

He demanded a "sufficient, ef-
ficient and contented Navy," ad-
equated air safeguards, "protection
for agriculture so that more food
can be produced in this country,"
and extended protection for in-
dustry.

These are the doctrines of true
Conservatism. They are not
"National" doctrines. Sir Roger
Keyes condemns the London Tre-
aty, which is also, to Mr. Mac-
donald's mind, a very un-National
thing to do.

Sir Roger, I understand, de-
clined courteously but firmly an
offer that Mr. Malcolm Macdonald
should speak on his platform.

On the whole it is not surpris-
ing that he received no letter of
support from the Prime Minister.
He did not get the letter; but
he got the majority.

LORD ROTHERMERE'S GOAL

Lord Rothermere is a coura-
geous man. He writes in the
"Daily Mail" demanding air de-
fence. Believing in his policy,
he goes out for the development
of this arm and against the
preference of restoration of pay
cuts, reduction of income tax and
assistance to the merchant
marine.

The public likes and under-
stands the man who believes in
his policy to the extent of taking
risks for it.

The "Evening Standard" does
not share Lord Rothermere's
views, but does admire his con-
sistency. His goal is always in the
same place.

Others condemn him for incon-
sistency. Such criticism is ill-
founded and ignorant. Read to
know.

SHANGHAI ELECTRIC'S DOMICILE

Investment trusts have taken
strong exception to the proposal
of the board of the Shanghai
Electric Construction Co. to trans-
fer control and management of
the company to Shanghai. The
board justify the scheme by the
fact that over 60 per cent. of the
issued capital is now held abroad,
chiefly in and near Shanghai, and
their object is to save foreign
shareholders from the burden of
British taxation, arguing that
this would also benefit British
olders indirectly through the sav-
ing in taxation of undistributed
profits. An informal committee
has been formed to protect British
holders, and its chairman, Mr. W.
Sandford Poole, has appealed for
proxies in the committee's favour.

Mr. Poole contends that the
proposed 10 per cent. share bonus
is no compensation to British
holders for what amounts in
practice to complete disfranchise-
ment, and that there would be
little indirect benefit from tax-
savings, as recent reserve alloca-
tions have been almost entirely
for renewals. He points out that
meetings would be held in Shang-
hai even before London holders
received notice of them, and that
in consequence Shanghai share-
holders could carry major pro-

CHINA'S CURRENCY PROBLEMS

To Be Studied By C.
P. C. Committee?

Nanking, March 12.

A proposal to create a commit-
tee to study currency problems will
be submitted at a meeting of the
Central Political Council on
Wednesday, stated Wang Ching
Wei when interviewed by Chinese
Press representatives this morning,
adding that "China's qualified
ratification of the Silver Agree-
ment, as decided upon by the
Legislative Yuan on Friday, will
be promulgated and forwarded to
Washington shortly.—Reuter.

positions without any voice from
London interests. In such cir-
cumstances it seems virtually
certain that this prediction, that
the London market in the shares
would disappear, would be just-
ified. The address of the Com-
mittee is, 1, Pinners Hall, E.C.2.

COMMANDER C. J. M. LANG

Lieutenant-Commander C. J. M.
Lang, who has retired at his own
request with the rank of com-
mander, was a member of the
first term of cadets which entered
Osborne College when it was
opened in September, 1903. He
served throughout the War as a
lieutenant in the Irresistible,
which was sunk at the Dardanel-
les; the destroyer depot-ship
Helmheim, and submarine depot-
ship Lucid (of which letter ship
he was navigator); and as naviga-
tor of the light cruiser Boadicea.
He qualified at the Staff College
in 1922-23, and was afterwards
appointed staff officer in the 4th
Battle Squadron, Mediterranean.
In 1928 he became intelligence
staff officer in the New Zealand
Navy at Wellington, and his last
appointment was as intelligence
officer at Hongkong, where he was
relieved in April last. Command-
er Lang has the Order of the
Stripped Tiger, conferred by the
Government in 1921, during his
first term as intelligence officer
on the staff of the Commander-
in-Chief on that station. He is
the son of the late Admiral W.
M. Lang, who was well known as
"Chinese" Lang.

MEN'S WEAR

Ties and shirts will be brighter,
hats will be lighter, and trousers
will be wider this year. So, at
least, I was told to-day when I
inquired regarding the Men's wear
Exhibition, to open on Monday.
My informant added that there
was an increasing tendency to-
wards brighter colours for the
erstwhile soberly clad made, and
that the fashion experts were do-
ing their utmost to fan
the smouldering embers of
masculine ambition in that
direction into a healthy
blaze. At this year's show of the
shirts on view will be exceedingly
bright, I am told. It is also ex-
pected that this will be another
"daring" year, with a
pleasant green varied by a range
of pin stripes as the most fashion-
able shade. And it was whispered
in my ear there will be another
effort to popularise the boater,
which was received with such
mild approbation last year.

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TASTE BETTER.



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AGAINST WINTER ILLS

by taking

EVANS'
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Made to a formula of the
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& LEITZ BINOCULARS ARE SO

GOOD. THEY MUST IMPRESS WITH
THEIR PERFECTION. THEY MUST BE
UNIQUE AND THEY MUST BE BEYOND
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the head that's sleek and smooth all
through the day. A little Anzora in
the morning is all that's necessary to
keep your hair healthy and in good
condition.

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scalps. Anzora Viola for
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THINGS TO KNOW ABOUT THE ENGINE

Timing The Spark For Greatest Efficiency

By "Owner Driver"

The correct timing of the spark in the combustion chamber is of importance. If it is late the engine will run sluggishly, if too early there will be pronounced knocking.

Few owner-drivers realise the importance of correct ignition timing, and fewer still understand how to set the controls so as to obtain the spark at the correct moment. Provided the job is done according to rule it is not difficult but, if makeshift methods are adopted road performance will be poor.

Like carburettor settings the correct timing is largely a matter of experiment, some engines will than others, and the owner who likes experimenting will obtain endless fun in playing with the levers.

Do Not Use a Piece of Wire

The happy-go-lucky method of turning the starting handle until the piston of No. 1 cylinder reaches top dead centre, and testing its arrival there by inserting a piece of wire through the plug hole, is not the correct way of timing, although it is one of the commonest.

Just think this over:

The piston, has to be brought to a standstill at the top and the very bottom of every stroke.

Now, if the piston crown be watched carefully when the cylinder head is removed, it will be noticed that the starting handle can be turned quite a number of degrees without the piston appearing to move either upwards or downwards after it has reached top dead centre.

Does that convey anything to you? It ought to direct your attention unmistakably to the fact that the piston remains at top dead centre for an appreciable time, and that if the spark is set to occur when the piston first reaches that point—instead of when the piston actually commences to travel downwards on the firing stroke—the spark will be more effective, because the mixture will be burning all the time the piston is at rest and the time the piston is at rest and the full power developed on the piston just as it begins to go down.

And you cannot detect that exact point by using a piece of wire.

Always Time From The Flywheel

The correct method of timing is to use the markings on the flywheel.

Remove the inspection plate on the clutch housing, and cause the starting handle to be turned until the mark 1/6 comes to the exact top and opposite the line marked on the housing itself.

Now see that the control lever on the steering column is at retard. Keeping the crankshaft in that position, turn the coil ignition distributor until the contact points are just about to open, with the wiping arm in the distributor head facing the contact leading to the sparking plug in No. 1 cylinder.

Tighten up the locking nut and the correct timing will have been made.

But note that this timing is not necessarily the best one for your

particular engine. As I have said, every engine likes its own best timing, and it may be that yours will take a greater degree of advance.

You can find that out only by experimenting, but take care not to advance the spark too much, or trouble will develop in the bearings of the engine, unless you are an expert gear changer and change down immediately there are signs of knocking.

Taken to Task

A reader takes me to task for omitting a number of details in the drawings illustrating this series of articles. He points out that the mechanism inside the float chamber of the carburettor which operates the needle valve was left out, and that the slow running device was not shown on the carburettor diagram.

I plead guilty, but offer a sound defence. If I included every detail in the drawings, and mentioned every technical consideration in the article on any one subject, I would have to ask the editor for a whole issue of "The Bulletin" every Wednesday.

Let me make my point clearer. My reader, asking what an overhead camshaft is, and whether it is better than a side valve job, asks too much from a writer in a newspaper.

A properly designed engine, with a properly designed combustion chamber and a properly designed camshaft drive, will be more efficient than a side-valve engine for many reasons. But these reasons are many and very technical.

For Instance

If I were to discuss just why an overhead camshaft should be driven from a point near the flywheel instead of from the front end of the crankshaft, I should at once find myself in all kinds of difficulties.

How many ordinary owner-drivers know that all crankshafts "twist" under load? How many care? Obviously this twisting is greater on a long crankshaft than a short one, and as the twist occurs between the flywheel and the other end of the shaft the valve timing is bound to be affected by it when the camshaft drive is from the front.

But the effect is not of great importance in an ordinary engine.

Again, there is bound to be play between the teeth of any driving wheel and the chain running over it, and this fact leads to a discussion on whether chain drive is better than a vertical shaft and gearing. But there is also play between gear teeth—and so on.

Probably the best method of driving an overhead camshaft is by a number of eccentrics—but that is another story.

All a Matter of Compromise

A well-known car designer to whom I had been grumbling about certain points of design in his car told me that everything on a car was a matter of compromise. He knew what he should do but other factors decided what was done.

MOTÖRING HINTS

The Upkeep Of 1934

Innovations

Buyers of the 1934 models of the majority of British makes will find on their new cars several features of which many, if not all of them, will have had no previous experience, no matter how long they may have been motorists, and there are certain points concerned with the upkeep of some of these innovations upon which the owner-driver should have early information.

For example, a device for controlling the temperature of the engine cooling water is fitted to several makes that have not been thus provided previously. It is a thermostatic valve that checks the circulation of the water when the engine is cold, but permits the water to flow more freely, and in greater volume, as and when the engine warms up with running. The valve is located in the run of the water pipe leading from cylinder head to radiator. On one side of it is a milled disc by means of which it can be adjusted.

Adjustment is desirable so that in cold or cool weather the valve can be set practically closed with the engine cold; the retarded circulation of water through the cylinder jackets will then enable the cylinders to warm up quickly and reduce to the minimum the ill effects—e.g., oil impoverishment by unevaporised fuel particles—that arise from running an engine in a cold state. It is quite safe at this time of year to set the valve closed when the engine is cold; it will open automatically as the water temperature rises. But when the warmer weather comes the valve should be set open a few notches of the adjustment.

Mechanical Petrol Pump

Another new accessory to many motorists is the mechanical petrol pump. Ordinarily it requires no attention, though the integral filter needs occasional cleaning, which implies taking off the glass bowl secured by a yoke and a single screw. A cork washer occurs between bowl and filter gauze and it is important that this should be flat on its seat to make an air-tight and petrol-tight joint. A point that may be overlooked is that a hand primer is provided. This is intended for use if the car had run to a standstill through lack of petrol. The carburettor should be primed by hand before an attempt to restart the engine is made when the tank has been replenished.

A third innovation is fitted to the majority of ignition distributors having an automatic (centrifugal) control of the timing—the "advance and retard." It is known as the micrometer adjustment, and is located alongside the base of the distributor. The primary purpose of this device is to enable the automatic timing to be set according to a standard adopted by the car maker, and adjusted as required to secure that standard during the final road tests of the car. The average owner-driver will have no need to use this adjustment so long as he uses a standard petrol.

If, however, a benzole mixture or a "doped" petrol be regularly used there may be improvement in speed and hill-climbing if the micrometer adjustment be varied to give more "advance," which implies screwing the adjusting nut as though to tighten it. But note should be taken of the original setting on the adjacent scale, so that it can be restored if desired.

MOTOR JOTTINGS

THE MOTÖRING LAWS

Reimposition of Speed Limit A "Retrograde Steps"

A stringent overhaul of the motoring law and the imposition of increasingly severe penalties are recommended in a memorandum to the Minister of Transport from the Executive Committee of the Order of the Road, the safe-driving organisation.

The memorandum, which was issued by the Order last night, states that the Executive Committee are of opinion that true road security can only be achieved by the emphasis of "personal responsibility" rather than unthinking adherence to any set of suggestions. A "great stride forward" would be made if every section of the road community learned to appreciate the difficulties which confronted each separate unit of traffic.

Educating Road Users
The committee urges the Ministry of Transport not to frame any legislation which will further tend to isolate the motorist as a predominant factor in the current traffic problems, but rather to treat the whole question in the light of prevailing conditions.

"The problem of reducing road accidents," the memorandum adds, "is perhaps not one that will readily react to legislative measures, unless that legislation is backed by an intensive propaganda with the sole object of educating road-users to a correct perspective of their responsibilities."

"Laws may prohibit," but they do not reform, and, while penal servitude may act as a deterrent to the perverted mentality bent on a criminal errand, "no one can maintain that offences against road laws or codes come under such heading; they are, rather the result of errors of judgment, or, at the worst, of lamentable thoughtlessness, or crass stupidity."

Safe Conduct Maxims
To this end it is urged that the authorities themselves supervise the distribution of those maxims of safe conduct which are already observed by many on the roads to-day. Such propaganda should be issued not in the form of a repetition of "do's" and "don'ts," which are irritating to the adult mentality, but rather as an appeal to the inherent regard for fair play and toleration which is present in the make-up of most British people.

Road Surfaces

Emphasis is laid on the necessity for providing better road surfacing, particularly such as will assist in diminution of skidding accidents. It is recommended that the Ministry of Transport should assume greater powers in the construction of the roads of the country and not leave it to the individual selections of the various local surveyors.

Camber of highways, too, should receive greater attention, particularly on corners, and "banking" should be progressively adopted throughout the country. The memorandum also recommends better street lighting, the placing of some dividing way in the centre of big arterial roads, making them one-way thoroughfares, special arterial road crossings for pedestrians, and special parking lanes on all main arterial roads.

Mobile police patrols which had resulted in some improvement in driving, should be increased.

Speed A Modern Necessity
With regard to the speed limit the Order deprecates the current tendency among road authorities to lay too much emphasis on the speed of modern vehicles.

"Speed is a modern commercial necessity, and is only dangerous when misused. Of itself it is less productive of accidents than the failure to give correct signals, to maintain brakes in perfect efficiency, or to omit to exercise due care under all conditions."

In the opinion of the committee the reimposition of any speed limit would retard progress both in design and in human control, without in any way providing a panacea for the avoidance of accidents, which in most cases are the result of a criminal disregard of common sense. It would also tend to relieve the motorist of responsibility and care at all times,

Rover Twelve

The Rover Twelve saloon is well proportioned, fully equipped, and trim inside and out, and its performance generally is good and safe. It shows great advance on any earlier Rover car.

The four-door six-light body gives proper room for four persons, with space for a child also on the back seat. There are three comfortable armrests, three useful concealed ashtrays, a flat floor except for the propeller shaft tunnel, and a low floor level owing to the underslung frame, a roof net, a reflecting mirror, which gives by an extension a safe view behind, a sliding roof, tandem electric wipers, concealed direction signalers with automatic return, two full-width bag pockets on the rear doors, and three useful cupboards in front, and at the rear a neat combined rear bumper and luggage grid with the spare large hub painted wire wheel in a metal cover forward. The bumper by the radiator comprises an harmonic stabilizer which minimizes movement at the front of the frame at speed over rough surface.

The engine has overhead valves worked by pushrods. On the rear-side the wiring and sparking plugs are neatly covered, but can be got at by hand; all the wiring is armoured. The vertically driven make-and-break and distributor, the dynamo, which shares a belt drive with the fan and impeller and can be moved for belt adjustment, the oil filler

with gauze and diprod, together with the starter, are all get-at-able; so are the coil, the startix, and the other electrical parts on the dash. The flywheel inspection cover for timing is fully exposed under the bonnet, and the back of all the instruments on the dash can be got at by day or by night. In front of the radiator is a veed dummy shutter. On the off-side there are the down-draught carburettor with its air cleaner and silencer, the petrol pump and unbreakable bowl filter, the cam steering box, the adjustment for the clutch and brake pedals, and the clutch withdrawal control, which is done primarily by cable.

Four-cylinder engine, single-plate dry clutch, and four-speed gearbox, which has remote control and quiet-second as well as third and a free wheel at the back, form an assembly which is held by a horizontal U bridge at two close points to the cross-member in front and by a cradle—also with rubber—at the rear of the gearbox.

The frame is dropped and taken under the back axle, as are also the half-elliptical springs. I liked the look and setting of the suspension both at the back and at the front, the forward springs are played, and have slightly reverse camber; all four work with hydraulic shock absorbers. The Girling balanced mechanical brakes are applied on all four wheels by pedal or at the back only by a convenient central pull-up griphandle lever. Each must be adjusted on the drums, which are ribbed for cooling.

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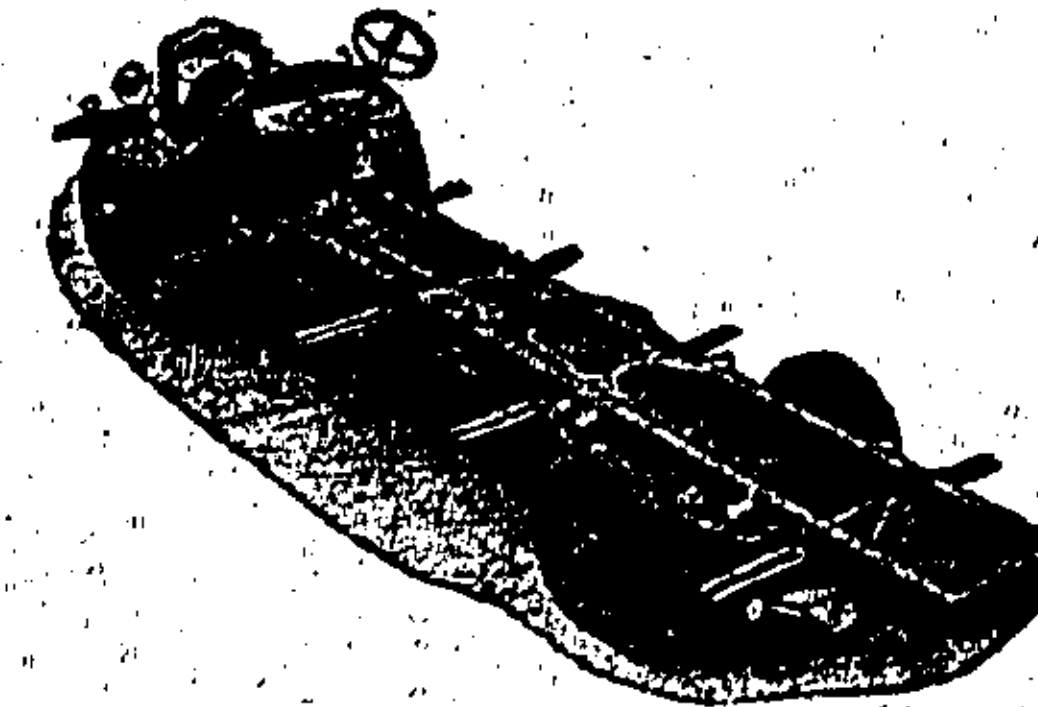
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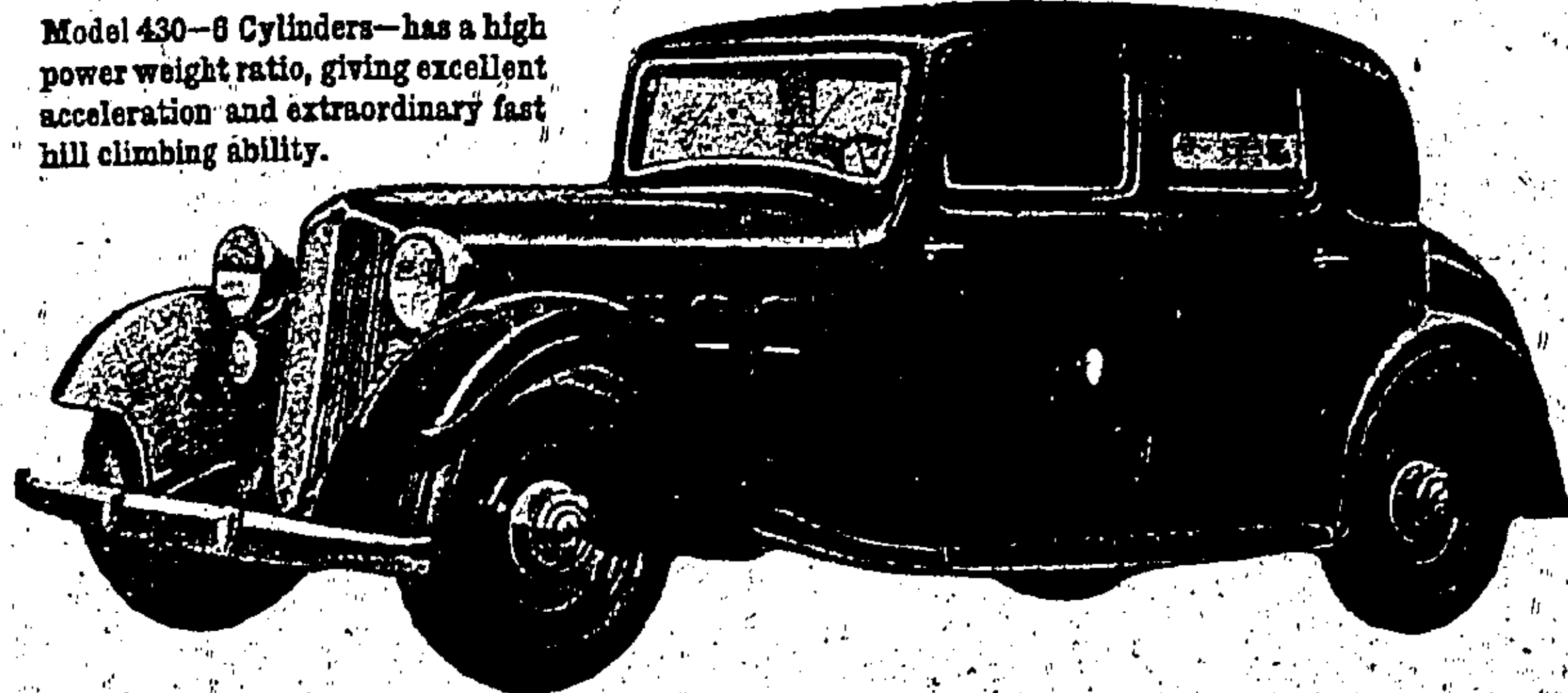
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SIR F. S. JAMES

Varied Colonial
Service

(Special Air-Mail Service)

London, Feb. 20.

Sir Frederick Seton James, who died in London recently at the age of 63, had had a long and varied career in the Colonial service.

Born on April 8, 1870, he was the fourth and youngest son of Captain William James, 42nd Royal Highlanders, a Crimean and Boer War veteran of Ooternburn Tower, Northumberland. He was the brother of Major-General Sir Bernard James, late of Otterburn Tower, and of the late Mr. Brooks-Bank James, F.R.C.S., a well-known oculist. He was educated at Charterhouse and abroad. In 1896 he was appointed by the Foreign Office as Assistant District Commissioner of the Niger Coast Protectorate; and in the following year he was promoted to the post of Travelling Commissioner. In 1898 he served as Political Officer in the Cross River Expedition against the Ekuris, a tribe in the eastern part of the Protectorate. He settled disputes in the Qua country after the Central Division Expedition in 1899 and received the thanks of the Secretary of State for the Colonies.

Then in 1901-02 he served with the Aro Field Force as Intelligence and Political Officer. The Aros held paramount power over a large extent of country between the Niger and the Cross Rivers, and they had established a powerful fetish, which exercised an evil influence on the ignorant and superstitious natives for miles around. After five months of arduous work the Field Force subdued the tribe, destroyed their fetish, and brought a portion of their territory under Government control. The effect of the expedition was to bring to an end the system of tribal warfare for the purpose of making slaves, while a proclamation of 1901 prohibited the buying, pawning, or selling of slaves. For his services on this occasion James was mentioned in dispatches and received the African General Service Medal and clasp. He was promoted Divisional Commissioner in 1901. In 1905 he acted as secretary to Government and Deputy High Commissioner, and served with the Kwale patrol in November of that year. For this service he was awarded a second clasp.

In 1908 the Colony of Lagos and its protected territory were amalgamated with the Protectorate of Southern Nigeria under one administration, and designated the Colony and Protectorate of Southern Nigeria. James now became a Provincial Commissioner and a member of the Executive and Legislative Councils of the new Administration. He acted as Colonial Secretary and Deputy Governor on various occasions from 1907 to 1912, and in the latter year he also acted as Governor. On the amalgamation of Northern and Southern Nigeria on January 1, 1914, he was appointed Administrator of the latter territory.

In 1918 he was promoted to be Colonial Secretary of the Straits Settlements. When on the way to take up his new appointment he was a fellow-passenger with Sir E. Merewether on board the s.s. Appam, which was captured by a German submarine. During 1918 the floods in Siam, the demands for rice from Japan and Java, and the famine in India had led to a serious dearth of rice in the Straits Settlements and the Malay States. At first a committee was formed to deal with the matter, but it was considered advisable to concentrate authority in the hands of one man, and Sir Frederick was appointed Food Controller at the end of the year. He administered the Government of the Straits Settlements and acted as High Commissioner for the Malay States in 1919-20 and again in 1922.

In 1924 he was promoted to be Governor of the Windward Islands. This colony did not offer the same scope for his administrative abilities as West Africa and Malaya; but, so far as its resources permitted, he did much to promote its economic development and the well-being of its inhabitants.

In consequence of a serious accident Sir Frederick was compelled to retire in 1930. He was made a C.M.G. in 1902, and a K.C.M.G. in 1929. The early years of his official career were passed in one of the most unhealthy parts of West Africa, at a time when the conditions of life were far more unfavourable than they are now, so that, in addition to a striking appearance (he stood well over 8ft.), he must have been endowed with a fine constitution. As an administrator he was strong and able, with plenty of "drive" and common sense.

THE CONTROL OF CHINA

Chiang's Rise To Power

(Special Air-Mail Service)

London, February 20.

The rebellion in Fukien, organized a few weeks ago by a group of soldiers and politicians in the South against the authority of Nanking, quickly collapsed after the fall of Foochow. It did not develop seriously and should not prove difficult to liquidate. Nevertheless there is a widespread evidence of smouldering fire, and of widespread dissatisfaction with the Nanking Government.

The South-West Council at Canton, composed of the Kuomintang leaders who are the declared opponents of the Chiang Kai-shek regime, had long threatened an open break with Nanking, and when action in this sense occurred in Fukien, headed by prominent members of the council itself, all China was disposed to think that a big anti-Nanking movement was afoot. But great mistakes were made at Foochow, never intended by the more responsible leaders.

The Kuomintang, the party which in theory is as much the ultimate Government of China as the Communist Party is the Government of Russia, was condemned as a failure; the picture of Sun Yat-sen was dishonoured; the national flag chosen by the Kuomintang was discarded and supplanted by a new one. A new form of government was drafted and adopted. Party members everywhere shocked by these heretical assaults on the political organization which is regarded by all Young China as the foundation of the State, while, China in general, by no means enamoured of the Kuomintang, immediately detected a strong streak of Red in the proceedings in Fukien. The active support expected immediately in Kwangtung and Kwangsi, and in due course in other quarters critical of Nanking, was not forthcoming, and sympathy soon proved to have been alienated altogether. Both Kwangtung and Kwangsi made it clear that they would remain neutral. Neither of these provinces rushed to assist Nanking to quell the rebellion. They repudiated Fukien, but remained as critical as ever of Nanking.

Fukien therefore seems only an episode, but is significant as being symptomatic of the strong feelings existing among political elements throughout the country. Most of the opposition against Nanking is not directed against the system of government established there, or against the Kuomintang which formulated it and has the constitutional right to control it. The objection is against the military dictation centred in the Generalissimo, Chiang Kai-shek. Chiang has twice retired from the position in which he exercised the power of a dictator and has twice returned to office, the second time only as Chairman of the Military Commission, a comparatively subordinate position. But in fact there is no change, and Chiang is still the dominant figure, controlling affairs at Nanking from his military headquarters at Nanchang.

What Chiang orders is done, and if the nominal heads of the Government have anything to say they go by aeroplane to Nanchang to say it. Chiang is a determined character and takes most of the available revenue for military purposes, and so long as he provides the money the allegiance of the army is assured. As Chiang has the army behind him the politicians at Nanking are at a hopeless disadvantage and have to acquiesce in what is done, or risk losing their positions. It is notorious that many disapprove of the dictatorship as heartily as those who have dissociated themselves from Nanking, but they stay there, some in the hope of an improvement in party relations, others because they cannot afford to quarrel with their bread and butter.

A NATIONAL FIGURE

The ascendancy of Chiang Kai-shek is founded partly on the qualities of the man and partly on circumstances. Chiang got his start years ago at Canton from the Russians, who found him forceful and persistent to a degree rare in his fellow-countrymen. The Russians had their own axes to grind, and hoped to use Chiang as an instrument to revolutionize China in accordance with their ideas. The Cantonese movement northward in 1926 was successful largely owing to the driving power of the Russians behind it. Chiang commanded the troops and became a national figure. When it became evident that the movement was being utilized by the Russians to establish Sovietism Chiang had the temerity to turn on the Russians and oust them.

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INCREASE IN RATES

Public Utilities
Affected

(From Our Special Correspondent)

Canton, March 11.

While rent, commodity prices and real estate values are going down by at least ten per cent., charges for public utilities service operated by the City Government are going up by more than twenty per cent.

The advisory council of the Canton Municipal Government is deliberating on the scale of increasing the telephone rate. The present tariff is \$12 a month for commercial houses and shops and \$8 for residences. Although the price of silver is going up, an increase was sanctioned by the municipal authorities in order to provide a fund to pay off the telephone debts which are in gold dollars.

Water rate is increased from 80 cents to \$1.20 a thousand gallons. Again it is said that money is required to effect repairs to the Water Works and to pay off certain debts incurred by the Water Works Company before it was taken over by the City Government.

Electric supply tariff is raised from 20 cents a unit to 25 cents a unit. Two cents go to educational expenses and three cents are taken for the municipal construction fund. Like the Water Works, the Electric Power Station is owned and controlled by the City Government which took it over from a private company by indemnifying it with certain bonds and debentures.

Following the same step, the Provincial Government has raised the import duty on foreign rice from \$1 Mex. per picul to \$1.20 per picul. The reason is that native rice is coming in large quantity with lowering prices and that if the public want to eat imported rice they have to pay a little bit more.

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TO LET—Flat No. 3 "Ticia Man-Osion" Macdonnell Road, from 1st March. Apply Messrs. Xavier Bros. Ltd. or Telephone 22722. [2322]

HOUSES TO LET

CHIEUNG CHAU Furnished House To Let, Five to Nine Months from February 1st. Electric Light. Large Garden. Two Servants. Apply Box No. 2178. c/o Hong Kong Daily Press. [2178]

TO LET—Moderate rental, Peak District one partially furnished and one unfurnished house with tennis court and large garden. Apply Box No. 2338. c/o Hong Kong Daily Press. [2338]

TO LET—FELIX VILLAS. Desirable corner Residence in pleasant and healthy locality. Four large and three small rooms, two bathrooms. Modern sanitation. Bus service. Garage. Moderate rental. Apply F. A. Joseph. Property Department, Prince's Building. Phone No. 20910. [673]

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Mr. E. V. M. R. de Sousa has received instructions to sell by Public Auction in One Lot on Wednesday, the 21st day of March, 1934, at 3 o'clock p.m. at the China Auction Rooms, 5, Queen's Road Central (Basement of French Bank Building), the Valuable Leasehold Property, being No. 26, Des Voeux Road Central, Victoria Hong Kong, situated on Section E and the Remaining Portion of Marine Lot No. 10a.

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Hong Kong, 1st March, 1934.

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DIARIES OF JOHN WESLEY

Fearful Loss In Gattton Park Fire

(Special Air-Mail Service)

London, Feb. 20.
Among the many valuable manuscripts which were destroyed in the fire at Sir Jeremiah Colman's mansion at Gattton Park, Surrey, on Sunday, it is feared that there were a number of the original diaries of John Wesley, the famous evangelist.

It is known that nothing was saved from the library at Gattton except one or two small articles of furniture. If it is definitely established that these diaries have been destroyed, the loss to literature and to the Methodist Church will be very great.

Wesley, as is well-known, kept personal diaries for over 50 years, and they subsequently became, with amplifications, the famous "Wesley's Journal," known throughout the world and consisting of eight volumes. The diaries have been described as containing the most vivid account of the famous evangelical revival of the eighteenth century in existence. Augustine Birrell said that "Wesley's description of his own journey as given in his Journal is 'the most amazing record of human exertion ever penned by man.'"

A number of the original diaries came into the possession of the Colman family through being acquired by Mr. J. J. Colman, of Norwich, from Mr. Gandy, executor to the Rev. Henry Moore, who was executor to John Wesley. They consisted of small pocket exercise books, in which Wesley made entries in a form shorthand concerning his daily journeyings and other matters, and they covered a considerable period including his visit to Georgia in 1735. For a time after Wesley's death the shorthand could not be deciphered, but the late Rev. Nehemiah Curdock, a (Wesleyan) Methodist minister, who was for many years editor of the Methodist Recorder, studied the manuscripts with great care and discovered a key by which to interpret the writing.

He could not obtain possession of the diaries to copy them, so he went to Gattton Park and spent many months there photographing the pages. In all he took over 3,000 photographs. Mr. Curdock subsequently edited the diaries for publication.

Some time ago it was proposed that in view of the great value of the diaries they should be placed in the British Museum, but it was ascertained that a condition of the trust under which they were acquired by the Colman family was that they should be kept in safe custody by that family.

There are also some of the original diaries at the Methodist Publishing House in London, and the 3,000 odd photographic plates used by Mr. Curdock are in the same building. Yesterday these were removed to the strong room on the premises for greater safety.

THE MELTON HUNT

STEEPLECHASE
Lord Lonsdale On Abandonment

London, Feb. 20.
The Earl of Lonsdale has issued the following statement explaining why the Melton Hunt Steeplechase meeting, which had been fixed for March 12, has been abandoned:

"It is with the deepest regret I find that, owing to the amount of additional rent asked for the last three years by the Little Dalby Estate, it is impossible to hold the races and conduct the course with out considerable deficit in the steeplechase accounts."

"An offer was made to the owners of the land by the Melton Hunt Steeplechase Committee, but this has not been accepted, and therefore it is impossible to hold the meeting this year. Also although many have been most generous in the past in subscribing to the farmers' luncheon, and many have not there was last year, unfortunately, a serious deficit, though this, owing to the kindness of the Quorn Hunt, has now been considerably reduced."

"On past occasions, I have not troubled about the deficit, for it seldom exceeded a few pounds, but last year the amount was in excess of £100, and I am afraid that, in these days, I am not in a position to be responsible for any deficit at all."

"There is a great amount of gratitude due to all those who allow the followers of the respective Hunts to cross their land, and it is always a pleasure to see and entertain them (the owners and tenants) at the Melton Hunt Steeplechase, this indeed being the chief raison d'être of the meeting."

H.K. WIRELESS PROGRAMME

Broadcast by Z.B.W. on 355 Metres

1-2 p.m. European programme.

1 p.m. Local Time and Weather Report.

1.03 p.m. Recorded music.

1.20 p.m. Rugby Press News, etc.

1.30 p.m. A relay of the Rotary Club Tiffin Speech from the Gloucester Restaurant.

2 p.m. Close Down.

PIANOFORTE RECITAL FROM THE STUDIO

DANCE MUSIC FROM THE HONG KONG HOTEL

4.30-7.30 p.m. Chinese Programme.

6.30-7 p.m. Chinese Shorthand Lesson from the Studio.

7.30-10.30 p.m. European Programme.

7.30 p.m. Closing Local Stock Quotations, etc.

7.33-8 p.m. From the Studio.

The 35th of a series of lessons in "Cantonese" by the Rev. Mr. H. R. Wells.

8 p.m. Local Time and Weather Report.

8.3-9 p.m. A concert.

Orchestral—Prelude in C Sharp Minor (Rachmaninoff, Op. 3, No. 2).

Orchestral—Prelude in G Minor (Rachmaninoff, Op. 23, No. 5) Victor Concert Orchestra.

Pianoforte Solo—La Campanella (Paganini-Liszt).

Pianoforte Solo—Staccato Etude (Rubinstein) Mischa Levitzki.

Song—By the Waters of Minnetonka (Maurance).

Song—The Lass with the Delicate Air (Arne) Mavis Bennett (Soprano).

Violin Solo—Polichinelle Serenade (Kreisler).

Violin Solo—Winter of the Marionette (Winternitz) Fritz Kreisler.

Song—The Rebel (Wallace).

Song—Son O'Mine (Wallace) Dennis Noble (Baritone).

Pianoforte Solos—(a) Filtrations in a Chinese Garden (Chasins); (b) Rush Hour in Hong Kong (Chasins).

Pianoforte Solo—Impromptu in A Flat (Chopin) Benno Moisevitich.

Song—My Dearest Heart (Sullivan).

Song—A Summer Night (Marzials and Goring Thomas) Doris Vane (Soprano).

Violin Solo—Kreiser Serenade (Lehar).

Violin Solo—Frasquita Serenade (Lehar-Kreisler) Fritz Kreisler.

Songs—(a) O Mistress Mine (b) Blow, Blow Thou Winter Wind (Quilter).

Song—Come Away, Death (Quilter) Derek Oldham (Tenor).

9-9.30 p.m. From the Studio.

A Pianoforte Recital by Mr. Harry Ore.

PROGRAMME
1. Sonata in B Flat Minor (Chopin).

2. L'Alceste (Debussy).

9.30-10.30 p.m. A relay of the Hong Kong Hotel Dance Orchestra from the Hong Kong Hotel Grill Room by courtesy of the Management. (During the intervals recorded music will be broadcast from the Studio).

10.30 p.m. Rugby Mid-day Press News.

10.33 p.m. Close Down.

RADIO MANILA
5.00 p.m. Tea Dance Programme—Legaspi Garden Orchestra.

6.10 p.m. "Spanish" Informational Period.

6.30 p.m. English Informational Period.

7.00 p.m. Universal Drug Store Programme.

7.20 p.m. Requests.

7.30 p.m. Lyric Music House Programme—Chuck Robins at the Seller Grand—Franquelli Sisters.

7.45 p.m. Bay View Hotel Orchestra.

8.15 p.m. Momento Lirico conducted by Antonio Serrano.

8.45 p.m. Stock Quotations.

8.55 p.m. Opera Hour.

10.30 p.m. Sign Off.

LAMBERTS AUCTIONS

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TERMS—CASH ON DELIVERY.

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WEDNESDAY, MAR. 14, 1934

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FRIDAY, MAR. 16, 1934

Commencing at 5.15 P.M.

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TERMS—CASH ON DELIVERY.

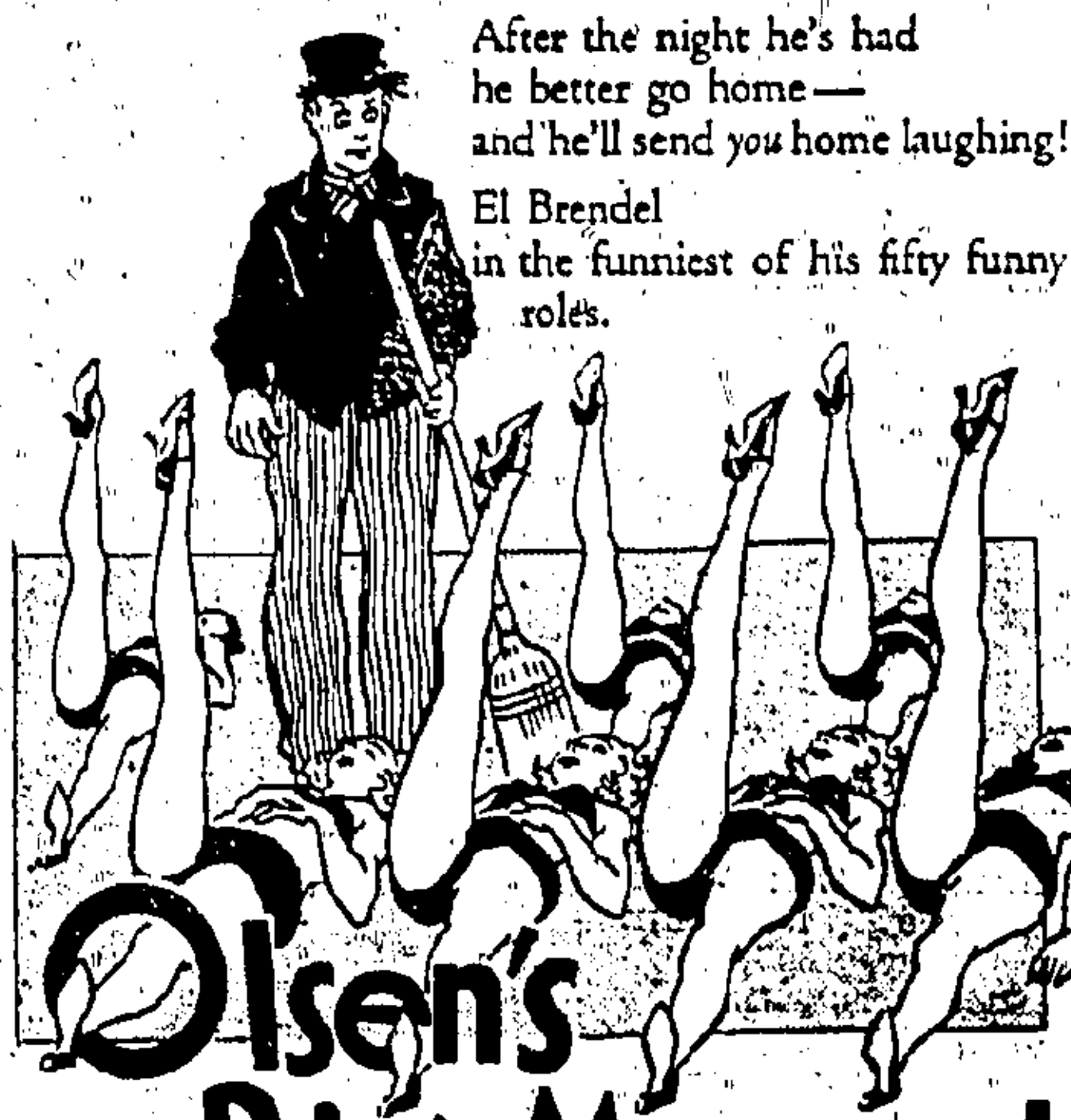
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NOTICE

On and After the 1st, February, 1934,
There will be An Hourly Service on route No. 6
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THE FIRST BUS LEAVES
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THE LAST BUS LEAVES
BLAKE PIER AT 8 P.M.

&
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CHINA MOTOR BUS CO., LTD.

HONG KONG, 24 JAN., 1934.

ECHOES OF 1860

16.—Irregular Weights And Measures

We have been reminded, by Heaven knows how many, that in our late enumeration of the grievances of our colony, we forgot the cardinal one of "squeezing compradores." Assuredly judging from the respectably substantiated complaints which lie on our table, Sir Hercules Robinson could do no better service to the Colony than grappling with the difficulty of its system of weights and measures. There is, we have understood, an official lurking somewhere in the background who professes or rather is presumed, to look after this department. One of our correspondents, however, will pledge him in a glass of Burgundy (provided he has got no number on the collar of his coat) if he can name to him or us any one colonist who knows his official snout, or has ever been favoured with an official visit from him. We cannot say that we have ever ourselves heard even till now of his existence. But what in sober earnestness would seem to be the present state of our weights and measures here! We do not profess to enter the market and say how far one dealer's catty weight differs from that of his neighbour. The fact is notorious that just because of the dishonest difference, every Chinese carries his own weight to market with him and by it alone accepts the quantity he desires to buy. Largely beyond this, however, lies the foreigners' interest directly and immediately in the

weights bearing on the financial operations in which he is every day engaged. All our readers know that money when paid here in amount, is weighed, not counted, at the rate of 717 taels per 1,000 dollars. Now, no matter what the currency, whether cowries or chopped Mexican, this system would be fair enough did the 717 taels have with all men a uniform and undeviating weight. But they have not so. The matter is left entirely in the hands of compradores who in plain terms make plunder of honest people by using false, or at least incorrect weights, with no malice-checking or controlling them. Some employers indeed, base as this system is, would seem to connive at its existence and growth by allowing their compradores no wages at all, the remuneration lying of course in the extent to which the latter can avail themselves of this dishonest difference in weight. The whole evil is a serious one and from a mass of information we quote a few cases in illustration of its real extent, premising that we believe them one and all to be genuine.

1.—An intelligent writer explaining his having carried at once, on a recent date given, \$18,000 from a private house to a Bank, losing at the latter, notwithstanding in the interval satisfactory watch, three quarters per cent.

2.—Another party on \$42,000 received from a bank finds at his own scales the weight \$27 short.

Around the Courts

VACCINATOR FINED

Not Qualified For The Work

For vaccinating three Chinese women without having the qualifications to do so, a Chinese youth named Ng Kwok Fai was fined \$25 or three weeks' hard labour by Mr. Wynne Jones yesterday.

It was stated by Detective Inspector Rozesky that defendant, carrying a hand-bag containing various medicines and vaccine, went to Torres Building on March 5 and represented himself to be a Government doctor and qualified to vaccinate. Three women employed in the building agreed to be vaccinated. Later, defendant showed his card and said he was in reality a Chinese doctor. He later cured one of the women of tooth-ache and another of a head-ache.

Defendant pleaded guilty to the charge.

In imposing the fine, his Worship said: "You are not allowed to vaccinate unless you are a registered person, the reason being that it requires a certain amount of skill and care, and if you haven't got that skill and care, a great deal of harm might be done."

HOUSEBREAKERS CAUGHT

Imprisoned For Theft Of Motor Switches

Sentences of six months' and four months' hard labour were passed by Mr. Hamilton yesterday on two Chinese who were convicted on a charge of possession of instruments fit for an unlawful purpose. They were also charged with theft. The first defendant admitted a previous conviction.

Both defendants were charged with having stolen an electrical motor and complete switches from No. 33, Village Road, and twelve switches from 93, Leighton Hill Road. They had also in their possession a screw-driver and two pairs of pliers.

Defendants gained admission to the house by posing as workmen.

Receiver Gaoled

Wong Heung, married woman, was also sentenced to two months' imprisonment for receiving the stolen property.

Evidence was given by the first defendant that he had borrowed the screw-driver and the pliers from the woman, although he did not tell her what he wanted them for. He later sold the switches to her, but he did not tell her they were stolen property.

Sub-Inspector Nolloth prosecuted.

THEFT OF CLOTHING

Chinese Uses A Bamboo Pole

For stealing clothing, an unemployed Chinese was sentenced to two months' imprisonment, by Mr. Hamilton, at the Central Magistracy yesterday.

The first charge related to Chinese clothing, valued at \$15, which defendant had stolen from

a bamboo clothes line outside No. 12, Tung Lo Wan Road. The clothing was the property of Chan Choi, married woman.

The second charge related to three pieces of European style clothing, valued at \$45, which defendant had stolen from a bamboo pole at No. 5, Warren Street. The complainant was Mr. E. Moosdeen.

Sub-Inspector Rogers said defendant went round Tai Hang collecting clothing from bamboo poles. He was seen by two witnesses, who arrested him.

Convicted twice before for a similar offence, Wat Yuen was fined \$20 or two weeks' hard labour by Mr. Balfour in the Central Magistracy yesterday for a breach of the Tobacco Ordinance. The tobacco was concealed in his pockets and in his purse. R.O. Grimmit prosecuted.

Arrested in Des Voeux Road, Central, with 27 taels of prepared opium tied round his waist, Tong Yau was produced before Mr. Hamilton, at the Central Magistracy yesterday, by Revenue Officer Grimmit. He pleaded guilty to the charge of possession, and was fined \$3,200 or one year's imprisonment.

MODERN SCHEME FOR TSUN WAN Big Developments Foreshadowed

Rapid developments of Tsun Wan Village on the Tai Po Motor Road are provided for in the Government plans. When the work is completed the village will be covered with many blocks of two-storied houses with wide streets and proper sanitary arrangements.

From the plans that have been made out in connection with work at Tsun Wan, the village may probably become one of the most modern centres in the New Territories.

As is well known, a big area has recently been reclaimed on the sea front at this spot and this is the site which the authorities have marked out for development on modern lines.

From the Texaco Company's approach Road on the East for a distance of some three quarters of a mile, houses will be put up of an approved type. The layout has been carefully studied and when the building work has been completed the houses will be in ordered rows and blocks.

For the present government will be putting up a market. A forty-foot approach road to this market from the Tai Po Main Road will shortly be taken in hand. When this is completed those who own property on the site will be allowed

to build according to formulated plans. Proper lighting and water system has been provided for and the authorities will not allow owners to build where they please. Quite a number of owners with land on the approach road have been given notice that their land is required for a public purpose.

Tsun Wan already boasts a police station of its own which stands on a small hill above the bay. The village, while not so big as Tai Po and Un Long, is among the biggest in the New Territories and with the present scheme, it promises to become quite prominent. The construction of a market is a step which will help the growth of the village and with better travelling facilities, the village promises to become quite modern in the near future.

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CHINESE Y.W.C.A.

Report Of Year's Activities

Miss F. C. Woo M.B.E. presided at the 14th annual meeting of the Chinese Y.M.C.A. on Saturday and extended a welcome to a very large number of members and friends.

She gave a brief account of the growth of the Association during the last fourteen years, and expressed the hope that its subsequent history would prove that the Association was a Christian woman's Movement would prove itself of increasing value to the community.

The opening devotions were taken by the Rev. Li Kau Yan.

Miss Kwok Shueing Man, the Vice-President presented the report of the nominating committee. The Board of Directors for a new term of office include Miss F. C. Woo, Mrs. Choi Nai Sing, Mrs. Cheung Ting Kong, Mrs. S. B. Tan, Mrs. Ng Shi Shueing, Mrs. Y. K. Chow, Miss Siu Tak Hing, the General Secretary and Miss Elliott the Western secretary.

Mrs. Wong Tze Chuen presented the audited financial statement for the year showing a balance of a little over \$60, which was adopted.

The Year's Report

After Miss Shin had read a brief report of the year's work thirteen members of the Wah Kwong Clubs, under Miss Wong Yuk-Mo's able leadership, presented "A Fourteenth Anniversary Ceremony" which cleverly depicted various departments of the Association's work.

Membership

The Membership number close on 1,000 including 25 Life members and 975 ordinary members.

ed to build according to formulated plans. Proper lighting and water system has been provided for and the authorities will not allow owners to build where they please. Quite a number of owners with land on the approach road have been given notice that their land is required for a public purpose.

Tsun Wan already boasts a police station of its own which stands on a small hill above the bay. The village, while not so big as Tai Po and Un Long, is among the biggest in the New Territories and with the present scheme, it promises to become quite prominent. The construction of a market is a step which will help the growth of the village and with better travelling facilities, the village promises to become quite modern in the near future.

are divided about equally between junior under 13 years of age and senior members.

The largest number of junior members go to form the Wah Kwong Clubs—7 of which are connected with Local Schools, three for Industrial girls and two for younger members.

By means of the "Project Method" these Club members are guided and trained in service. Special efforts were made to help the Home for Blind Girls and the Aged people's Home and a special Treat was given to the Street Sunday School by them. In addition to this a small child is supported by them and given its Primary Education to the amount of \$40.00 per annum.

A Tract Meet and Dramatic and Song Contest was carried out successfully by them in the Spring of last year.

Senior Students met jointly with the Y.M.C.A. for a Summer Conference and Student Day of Prayer.

A Day's Winter Conference—At this latter the principal leaders were Dr. Reichelt and the Bishop of Hong Kong.

Other Clubs are—The Dramatic Club, The Young Married Woman's Club, The Senior Members' Fellowship, The Bible Woman's Fellowship.

Educational Department

Educational classes are arranged according to the demands of the membership—Enrolment this year has been 180.

There have been courses in Chinese and Foreign Cookery, First Aid, Home Nursing, Piano, Domestic Science including Home Management, Food Values and Entertainment. Also a Physical Training Class for young Teachers and Club Leaders. Under the Direction of this Department there are four Popular Education Night Schools and one Day School for poor girls with a total enrolment of 223.

Personal and Home Hygiene is included in the Elementary Course provided for them—and through the follow-up work in the home of the girls, by Miss Leung where advice is given along health lines—care of children, the work has greatly benefited.

important and under the direction of Miss Alice Kwok fulfils a very necessary service to many permanent and transient guests which include business girls, students and young teachers, nurses, etc.

The Hostel Secretary's kindly influence does much to direct and encourage these young women, who are in residence with us.

Employment Bureau

The economic depression has made it increasingly difficult for numbers of young teachers and women in all departments of business. Large numbers have been seeking for help and we have in many cases been glad to find them employment, or to extend to them the friendship they have been needing. In many cases they have been linked up with friendly groups in the Association and elsewhere.

Work has been found for women in offices, schools, shops and in homes as clerks, stenographers, dressmakers, teachers of both Chinese and English. The Down Town Centre has been most useful in this respect as a good rendezvous for this specialised piece of work.

International Outlook

A world wide Association such as ours becomes a fruitful field for international intercourse both through visits received from and introductions given to people of various nationalities. It almost seems that the "World and all" have been at our very doors this year.

Our World's President and General Secretary from Geneva passing through Hong Kong paid a very welcome visit including a visit also on their return from the World's Student Christian Federation Conference at Java and from their visits to and from Australasia. We also received visits from Miss Sarah Lyen, executive Secretary of the Foreign Division U.S.A., Miss Mills, Religious and Girls' Work Secretary of the World's Y.M.C.A., Miss Wilhelm of Denmark, the President and General Secretary of the Manila Y.M.C.A. and Dr. Chose Oliver of India.

Visitors of exceptional interest to the Colony who have also shared their time with us have been Dr. Cheng Ching Yi, Miss Marie Lester, Mr. Peter Mannheim, Dr. P. Y. Tsai, Dr. Kagawa and many others. Dr. Allen in his course of six lectures on the present grave economic crisis helped to show us our personal responsibility as Christians in this matter. We should like to thank Dr. Allen very specially for the number of times he has given of his time and thoughtful leadership to such study groups as these and we would express our thanks to each and all who by their time and thought and means have helped us in our service to the community during the past year.

"I Plead Guilty To This Charge"

LONG FIRM FRAUD CASE OPENS AFTER MANY REMANDS

Magistrate Amazed: Question Of Legal Fees

After several formal remands, the case against Jose Lizarraga, 35, of Manila; Wong Sau Mo, 29, of Shanghai and Nicholas Levitsky, alias Mecap, alias Levin, alias Macon, alias Semon, 34, a Russian, who were charged with fraud to the extent of about \$10,000 involving practically all European firms in the Colony, was opened before Mr. Hamilton at Central Magistracy yesterday.

Defendants were arraigned on 18 charges, the main one being that on various dates between January 12 and February 10 they conspired together to defraud such persons who should thereafter be induced to part with goods to them by falsely pretending they were carrying on a genuine business known as the Standard Products Co., at 20, Connaught Road Central.

Local firms alleged to have been defrauded are:—Messrs. Mustard & Company (\$438.75), Messrs. Reiss Massey & Company, Ltd. (\$2,293.33), Messrs. Jardine, Matheson & Company, Ltd. (\$271.50), Messrs. Butterfield & Swire (\$523), Messrs. Anderson Meyer & Company (\$180), Messrs. Lubring & Smith (\$194.60), Messrs. Wang Brothers (\$55), and Messrs. Dodwell & Company, Ltd. (\$140).

How The Goods Were Obtained

Mr. T. S. Whyte-Smith, assistant Crown Solicitor, appeared for the prosecution, and the first defendant, Lizarraga, was represented by Mr. R. H. Cole. Mr. M. A. da Silva appeared for the second defendant, Wong Sau Mo; Levitsky was not legally represented.

Outlining the case for the prosecution, Mr. Whyte-Smith said: Your Worship, the fraud alleged in the case is the type of fraud which I think is usually known as long firm fraud.

On January 26 or 27, 1934, the three accused were all staying at 43, Hankow Road, Kowloon. They slept in the same room. I mention this simply because I want to show a certain degree of confederacy among them. They held themselves out as members of a business called the Standard Products Company and this company rented premises at three different places.

In the first place they rented premises at 20, Connaught Road Central, ground floor. That was supposed to be a godown. In the second place they rented premises at 94, Nathan Road, and that, according to advertisements which appeared in the newspapers, was to be opened on February 12. It was never opened. In the third place they rented offices at St. George's Building.

Cheques Dishonoured

On February 5, the Standard Products Company opened a bank account with the Banque Franco-Chinoise by paying in \$250 and obtaining a \$5 cheque book. At the same time that the account was opened two cheques were left with that bank for collection, one was for \$3,380 and the other for \$600. These two cheques were purported to be drawn by one S. Watson, on the bank in Peking. These cheques were to be sent to Peking for collection. I may say at this stage that these two cheques were later returned dishonoured. This is an interesting point. After the arrest of the first and second defendants the cheque book from which these two cheques had been extracted was found in the safe at Connaught Road, so that, according to the evidence, it may be inferred that these two cheques were drawn by somebody connected with the Standard Products Company. These two cheques were extracted from the middle of the cheque book. I don't really know what the reason was but I mention this as a peculiar circumstance. My submission with regard to these cheques will be that they were left with the Banque Franco-Chinoise for collection in order to establish credit with that bank, thus paying the way for the course of dealings which the accused were about to adopt. There will be evidence to the effect that the \$250 was the only amount ever paid into that account.

Furniture were had and purchased for the various premises and these had not been fully paid for.

His Worship: Does this form part of the charges?

Mr. Whyte-Smith: No, but that may be taken in as evidence.

Nothing In Stock

Continuing, Mr. Whyte-Smith said: With regard to the advertisements, they were inserted in various Hong Kong newspapers, and they were done through the Advertising and Publicity Bureau. I might show your Worship an extract from the "South China

Morning Post" which contained the advertisement. It says that the "Standard Products Company" was to announce the opening of a new provision store in Nathan Road on February 12. Your Worship will see that according to that advertisement the store was to be opened on February 12. As I think my learned friends will very likely and very reasonably point out, the shop could hardly open on that day because the first and second defendants were arrested on February 10, and the third defendant was presumably not in the Colony at that time. But it is to be noted that when these premises were entered by the Police on February 10 there were no stores of any kind. It is also interesting to note that while they announced in their advertisements that they were going to sell wines and spirits they had up to February 10 made no application to the Import and Export Department for a licence to sell liquor. February 10 was a Saturday so that if they were going to get a licence to sell liquor and get the store stocked with liquor on February 12 they were cutting it very fine.

A staff was engaged and this formed the subject of the last three charges. That is to say charges 15 to 17. Two shroffs were engaged and they were asked to deposit \$500 each to secure their services and they did that. A storekeeper was also engaged and he was required to deposit \$250 and he did. In each case agreements were signed.

On January 29, Levitsky, the third defendant, called at Messrs. Mustard & Co. He said he was opening or had opened a business known as the Standard Products Company and he ordered a safe for \$300 and a weighing machine for \$138.75, making a total of \$438.75. He was told that payment must be made at the end of the month. The safe and the weighing machine were delivered the same day, but payment has not been received. On February 6, in response to applications for payment, the first defendant, Lizarraga, gave a post-dated cheque for the amount to February 15, and that cheque has been dishonoured. Now, I think I should explain at this stage, your Worship, that my submission is going to be that credit was given for a period prior to the acceptance of that cheque, and it is in respect of that credit that this charge is made. That is to say the second charge.

No Money For Meal

Mr. Whyte-Smith then referred to Archbold, 28 edition of 1931, Page 1303 which defined the meaning of obtaining credit by fraud and obtaining goods by credit. He also referred to Roscoe in a case in which a man, with only a half penny in his pocket went to a restaurant and had a hearty meal. He was unable to pay, and this, Mr. Whyte-Smith contended, was obtaining credit by fraud.

Mr. Whyte-Smith then went on to say: This is my point in this case: that there was a period of credit prior to the giving of the cheque.

On February 1, Levitsky, the third defendant, called at Messrs. Reiss Massey & Co. and ordered a case of Ovaltine which was delivered. On the following day he ordered another two cases which were also delivered, and on February 3 he ordered two more cases which were also delivered. The

money has not been paid, the loss being \$584.44. Here again, your Worship, a cheque was given but not until February 5. A shroff from Messrs. Reiss, Massey & Co. went round and applied for payment. He was given a cheque which was also post-dated to February 10. This cheque has been dishonoured.

On February 1, the first defendant, Lizarraga, bought from Messrs. Reiss Massey & Co. a Westinghouse refrigerator valued at \$1,780. He did not get delivery until February 10. The first defendant, when ordering the refrigerator said he would pay cash on delivery. On February 10 the refrigerator was installed at the Nathan Road premises, but no payment has been made.

On February 7, the third defendant, Levitsky, ordered five cases of White Horse Whisky from Messrs. Jardine, Matheson & Co. The amount which was \$271.50 has not been paid. That is on February 7, your Worship, and I may say at this stage that I have no record of any further transaction in which the third defendant took part.

On February 13, the third defendant was seen in Canton. He accompanied the Police back to Hong Kong where he was arrested. On February 29, the second defendant, Wong, ordered five cases of White Horse Whisky from Messrs. Jardine, Matheson & Co. The cases were delivered but the payment—\$271.50—has not been made.

On February 10, the Standard Products Company got delivery of sugar to the value of \$523 from Messrs. Butterfield & Swire. This transaction seems to have been arranged by both the first and second defendants and that was why they were both charged in Charge 10. The amount has not been paid in this case, and cheques were not given in the last few cases.

Another Bad Cheque

On February 10, Messrs. Anderson, Meyer & Co. supplied a case of Polotol valued at \$180 on the order of the first defendant.

The next case is a little different. Your Worship, because in this case, charge No. 12, the post-dated cheque was given in exchange for the goods. It was, according to the authority which I have read from Archbold, not a case of obtaining credit but a case of obtaining goods by fraud. The case I refer to is Messrs. Lubring and Smith. On February 10, the first defendant got five cases of Anchor butter valued at \$194.60. Mr. Smith, a partner of Messrs. Lubring and Smith, refused to part with the butter until cash was paid, but ultimately he took the cheque which was dishonoured.

On February 10, the first defendant bought a portable typewriter from Messrs. Dodwell & Co. for \$140. The first defendant asked that a bill be sent along and he would pay. The typewriter was delivered but the money was not paid.

On February 7, the first defendant bought a second hand typewriter from Messrs. Wang Bros. for \$50. The typewriter was delivered the same day but payment has not been made.

(Continued on Page 11)

JAPANESE SHOW BOAT

Due Here On
Thursday

The s.s. Un Kai Maru No. 3, the third Show boat which sailed out of Hokkaido, Japan, is due here on the morning of March 15, and will berth alongside the O.S.K. Wharf, Victoria, where she will stay until the afternoon of the 17th instant, when she leaves for Manila.

This vessel will have for display and sale on board a large and varied assortment of Agricultural, Marine and Industrial products from Hokkaido, which is the most famous district in Japan for its specialised products from the farm and the sea, as well as from its factories. The goods comprise:—

Agricultural Products
Onions, Potatoes, Oranges, Pears, Apples.

Marine Products
Salted Salmon, Dried Codfish, Cuttlefish, Compo, Seaweeds and Tea with Seaweeds.

Industrial Products
Insect powder, Peppermint products, Milk, Butter, Sauce, Beer, Cider, Vegetables, in tins; Fruits in tins, Sea Food in tins, Cakes, etc.

It is needless to say that at the present low rate of exchange on Japanese yen, these goods are procurable at quite low cost on board, and it will also be possible for local importers to enter into direct contact with the suppliers or manufacturers of the above goods, who number eighteen in all and are staying on board the ship. A hearty welcome is extended to all visitors.

The above steamer is of 4,530 tons and has refrigerated chambers installed on board. She is commanded by Captain Tasaka.

ALLEGED WRONGFUL DISMISSAL

Ship Master's Claim Against Local Co.

Before the Chief Justice, His Honour Mr. A. D. A. MacGregor at the Supreme Court yesterday, Captain Laurence Nelson Beer, of Marble Hall, Nathan Road, sued the Foo Hong Steamship Company of P. & O. Building for wrongful dismissal, the amount claimed being \$1,365.

The Hon. Commander G. F. Hole sat on the Bench with the Chief Justice, as Nautical Assessor.

Mr. H. C. Macnamara instructed by Mr. G. K. Hall Brutton was for the plaintiff and Mr. H. G. Sheldon, instructed by Mr. W. A. Mackinlay of Messrs. Deacons was for the defendants.

Hints Of An Alleged Conspiracy

Counsel for plaintiff said the claim was for wrongful dismissal as from July 31, 1933, and in view of the responsible position of a Master Mariner he did not think that this was an excessive claim.

Defendants admitted the dismissal, continued Mr. Macnamara, and sought to justify it by saying that plaintiff was habitually negligent while he was employed by them. Plaintiff would deny that he had been guilty; alternatively he would say that the negligence, if any, of which he had been guilty, had been condoned in some cases by defendants in that they, with full knowledge of all the material facts, continued to employ him. Defendants also asked plaintiff to mitigate the claim because they were willing to employ him as Chief Officer instead of Master.

"Acts of Negligence"

Counsel said it would be submitted that the acts of alleged negligence were condoned and that none of them were made the subject of court proceedings.

On September 20, 1930, plaintiff was Master of the Kaitangata which became stranded on Cambodia Point whilst returning from Bangkok, no damage being done except that the ship was stuck on the bank for two or three days.

Plaintiff later took over the s.s. Kamo, and it was alleged by defendants that on April 22, 1932, the ship struck a rock or reef in the vicinity of the Amherst Group, situated about 12 or 14 miles from the entrance of the Yangtze River. For various reasons this group, which was highly dangerous to shipping, was not lighted, but it was strewn about with the wrecks of ships which had struck the rocks and floated on to sink nearby. In this case plaintiff would say that the Kamo did not strike a rock or reef but some other object which was most likely a wreck. Plaintiff was in charge of the ship at the time and had no assistance from the Chief Officer who was drunk. The damage done to the vessel amounted to \$10,000.

The third incident which defendants alleged to be due to negligence, occurred off Ocksew Island near Amoy. Plaintiff was in charge of the vessel. He laid a course to take the ship between the island and the coast, there being some few miles between the two, and went below, leaving instructions with the Chinese bosun to call him at a certain time when he would lay a fresh course. The next thing plaintiff knew was that they had struck something in the water. The bosun, in defiance of discipline, had altered the course of the vessel. The excuse he gave was that he had to clear some junk. The engines were stopped and soundings taken showed that they were in 12 fathoms of water all round. The ship only drew two and a half fathoms. As there were a number of fishing stakes around it appeared likely that they had struck one of these, or a derelict junk. No damage was done, however, but the plaintiff's evidence would bear out the submission that it was as a result of this incident that the plaintiff was dismissed.

Another justification given by defendants was that he did not keep a Night Order Book. Whilst kept such a book, plaintiff would say that the book was missing from the ship after one Chief Officer had left it, and that he used to write the orders on sheets of paper. In any case it would be submitted that this was not a cause for dismissal.

Plaintiff's Evidence

Captain Beer was then called to give evidence. He said he was at present a second officer employed by the Steamship Company. After bearing out his counsel's version of the ship striking aground at Cambodia Point, witness said that while the ship was stuck, he took soundings and soundings. According to the chart he should have had 10 fathoms of water round him but in reality soundings revealed that there were

only from two and a half to five fathoms. He reported the incident to Mr. Ramsay who was then in charge and asked to have the Chief Officer removed. Nothing more was said and, owing to a shortage of Chief Officers at the time, the man was allowed to stay on the ship.

With regard to the second incident, he had left the entrance of the river and was outward bound with a full cargo setting a course to take the ship past the Amherst and another group of rocks on her port. When they were about a mile abeam of the Amherst Rocks the ship struck something and bumped up and down five times. The carpenter reported that she was making water in the forward tanks but none in the aft tanks. Soundings were taken and showed a depth of five and a half to seven fathoms. The ship was headed back for Shanghai and dry-docked the same day. Five large dents were discovered on her starboard side and some plates were bent and rivets missing.

Not Reprimanded

No court of enquiry was held and he was not reprimanded in any way, nor was it suggested after his explanation of the collision, that he had put the vessel on the Amherst Rocks or a reef. The Chief Officer was reprimanded for being drunk and of no assistance.

The Ocksew Island incident, was reported to Mr. Williamson, the manager who, on being told that there was no damage said, "All right," tell Mr. Ramsay. He did so and thought the matter was closed.

He did not report the matter on the official Harbour Report sheet as he considered it too trivial.

He saw a reference to it in a newspaper later, however, from which he concluded that the Chief Officer had added the incident to the report after he, the Master, had signed it. The Chief Officer was Tom Brown. There was a lot of discussion and enquiry into the affair and it was to this that he really attributed his dismissal.

"Punishment"

Mr. Beer said Mr. Williamson in an interview told him he could see there had been a conspiracy on board to get him into trouble. He had punished the offenders and was also going to punish him as he did not think witness could keep discipline on board. Mr. Williamson, referring to the Ocksew Incident, said as far as he could see, he had "had the ship in jeopardy."

"Mr. Williamson told me to send in my resignation and go as chief officer of another ship in the company. I refused to do so because I would not admit that I was wrong. I was not at fault, and I did not see why I should put in my resignation."

Mr. Macnamara produced a number of letters which had passed between Mr. Beer and the company. The first was dated August 1 from the company informing Mr. Beer that as a result of the Ocksew incident they were willing to retain his services in the capacity of chief officer only. To this Mr. Beer refused definitely to resign his position as master.

No Negligence

Answering Mr. Sheldon, witness said in cross-examination that it was impossible that the ship struck the Amherst rocks.

Who was responsible for the navigation of the ship from midnight until 4 a.m. on the night of the incident? The master is always responsible.

That was your watch—it was my responsibility. I am not a watch-keeper.

If your ship went on the rocks 100 yards from the island would that be negligent navigation? No.

Witness admitted that an entry was made on the Harbour Office form with regard to the incident but that it had been entered by the Chief Officer after witness had signed it.

(Continued on Page 11)

"ATLAS" SHIRTS



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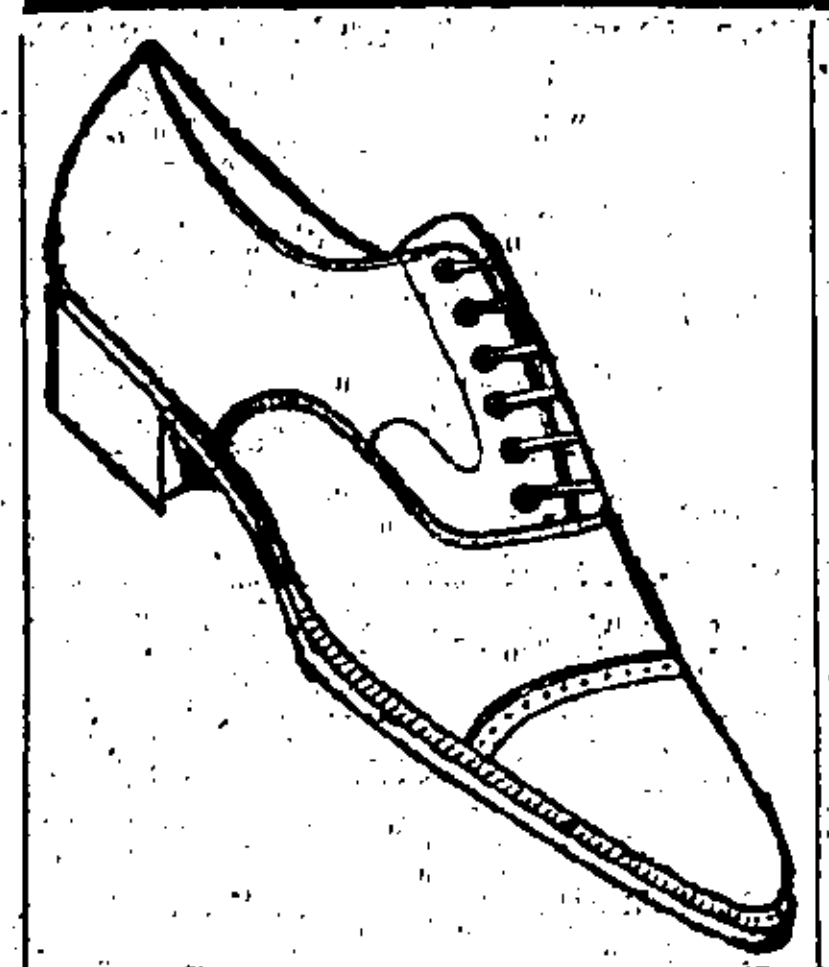
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NEW ADVERTISEMENTS



TENDERS are invited for the supply of Labour and Lighterage for Admiralty Coaling for a period of 12 months certain from the 1st April, 1934.

Forms for tendering can be obtained on application to the Naval Store Officer, H.M. Dockyard, Hong Kong, and tenders should be lodged in the Naval Store Officer's Office not later than NOON on FRIDAY, 16th March 1934. [3331]

1934-1935.

SEALED Tenders will be received at the Royal Naval Hospital, until 10 a.m. on the 31st March, 1934, from persons desirous of supplying Beef, Mutton, Poultry, Pork, Cheese, Pure Cow's Milk, Ice, and other provisions, and necessities for the year ending 31st March, 1935.

Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital.

The right to reject the lowest or any tender is reserved.

A. T. RIVERS,
Surgeon Captain, R. N.
Medical Officer in Charge.
ROYAL NAVAL HOSPITAL,
HONG KONG.
13th March, 1934. [2380]

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Company's Board Room 3rd Floor, Exchange Building, Hong Kong, on Wednesday, 21st March, 1934, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1933, electing Directors and Auditors, and for the transaction of any other Ordinary business of the Company.

NOTICE is also hereby given that the TRANSFER BOOKS of the Company will be closed from Monday, 12th March, 1934, until Wednesday, 21st March, 1934, both days inclusive, during which period no transfers of shares can be registered.

By Order of the Board,
D. L. KING,
Secretary.
Hong Kong, 26th February, 1934. [2300]

CHINA ENTERTAINMENT AND LAND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Registered Offices of the Company, King's Theatre Building, 5th floor, on Wednesday, the 21st day of March, 1934, at 12 o'clock noon to receive the Directors' Report, and Accounts for the year ended 31st December, 1933, to elect Auditors, and to transact such other business as may be properly transacted at an Ordinary General Meeting of the Company.

And Notice is further hereby given that the Register and Transfer Books of the Company will be closed from the 12th to the 21st day of March, 1934, both days inclusive.

LIANG CHI HAO,
Managing Director.
Hong Kong, 28th February, 1934. [2325]

THE HONGKONG FIRE INSURANCE COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixty-fifth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on TUESDAY, the 27th MARCH, 1934, at NOON, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1933.

The Share Register and Transfer Books will be closed from the 13th to the 27th March 1934, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
THE HONGKONG FIRE INSURANCE CO., LTD.
Hong Kong, 6th March, 1934. [2334]

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The Daily Press.

Hong Kong, March 13, 1934.

TRAM AND BUS FARES

It has been our custom over the last few years to review, annually, local passenger transport developments and the most suitable time to do this has always appeared to be immediately following the annual meeting of the Hong Kong Tramway Company. Last year was, however, an exception, and on January 20, 1933, our leading article had for its title "The Motor Bus Question" and the occasion was the announcement by Government of the result of the tenders for motor bus services. In that article we referred to a Tribunal which had sat in Northern Ireland on motor bus matters and we stated that:

"One of the eventual findings of the Tribunal was that fares have to be such as will cover working expenses and general charges, provide reasonably for renewals, depreciation and reserve, and afford a reasonable return upon the amount of capital necessarily and properly invested in the passenger road transport undertaking in question."

It is not our intention to criticise the present motor bus undertakings. We sounded a warning in the leading article from which we have quoted and we will leave it at that. What particularly concerns us at the moment is the question of fares. The Chairman in his speech at the recent meeting of the Tramway Company said:

"It is interesting—and not without significance—to note that whereas in a Kowloon motor bus the maximum stage for a five cent fare is one mile and a quarter, in a Hong Kong tram-car it is six miles and three quarters."

This is an astonishing statement and one would imagine there must be some simple explanation of this apparent anomaly. If so, we think Mr. Compton might have enlightened us. Mr. Compton might have made the tramway case even stronger by reminding us that most of those 5 cent passengers (particularly on the Shaikwan route) are allowed to take with them—free of charge—bundles, baskets and impedimenta of such dimensions as would preclude their conveyance on a motor bus. With regard to the Shaikwan route it will be news to many that this liberal concession to travellers in addition to the frequency of the service and the low fare, has created (and is creating) quite two new classes of tramway passenger—firstly, the traffic in connection with the rapidly developing factory sites in the Quarry Bay and Ming Yuen areas and secondly, an entirely new Lyemun traffic. We are informed that launches now serve Shaikwan (which, in turn, serve the tramway) from both Hang Hau and Lyemun—on the mainland. These passengers have suddenly discovered that it costs them less to travel to Victoria by this strange route than to travel via Kowloon. If this traffic continues to increase a double tramway track on the Shaikwan route will become a necessity and we heartily endorse all that Mr. Compton and Sir Henry Pollock said at the Tramway meeting regarding the new road between Causeway Bay and Ming Yuen.

In the course of a leading article, on the 18th ultimo our morning contemporary said:

"Nevertheless the impression that the reader must obtain from the report of the discussion is that the trams have again come into their own, are operating with profit, and appear to be more firmly established than ever in the local transportation scheme. This is a state of affairs which will please many. We need not go into the rival merits of trams, motor buses or that effective hybrid called the trolley bus. The trams possess advantages, from the public point of view, which obviously outweigh the disadvantages. They are heavy and safe; they keep to their tracks; they can handle great crowds expeditiously; they do not cost the community anything in road upkeep."

London will soon have 100 miles of trolley bus route and other places in England where trolley buses are successfully operating are Wolverhampton, Birmingham, Nottingham, Derby, St. Helens, Hastings, Ipswich, Malden, Chesham, Doncaster, and about ten other towns. If it would have the effect of ensuring lower fares, why not add Kowloon to this list? The trolley vehicle is the most silent, public service vehicle on the road and it emits no exhaust fumes. Further, we understand that given good roads and a cheap electricity supply these vehicles can be operated at a much lower cost than petrol buses.

OBITUARY

Sir Alexander Bannerman

London, Mar. 12.
The death of Sir Alexander Bannerman is reported to have occurred at Cape Town.—Reuter.

Sir Alexander Bannerman who was born in 1871 was the 11th baron to hold this title. He was educated at Wellington College and entered the Royal Engineers in 1891. He served in S. Africa 1899-1902, where he was mentioned in despatches. He held the Queen's Medal, three clasps, and the King's Medal, two clasps. He was attached to the Japanese Army during the Russo-Japanese War, and was present at the fall of Port Arthur.

From 1910 to 1912 he commanded the Air Battalion, and retired from the army in 1912. He, however, served with the 37th Division in 1915, and commanded the 2/5 North Staffordshire Reg. in France in 1917.

Among his publications are:—The Man with the Rubber Soles, Leaders of the Blind.

Major W. P. Bannerman is heir to the title.

Mr. Thomas Anstey Guthrie

London, Mar. 12.
The death occurred to-day of Mr. Thomas Anstey Guthrie, B.A.—Reuter.

The late Mr. T. A. Guthrie was born in 1856. He was educated at King's College School, London, and Trinity Hall, Cambridge, being called to the Bar in 1880, but gave up the profession shortly afterwards for authorship.

Among his publications are: Vice Versa, The Giant's Robe, a Fallen Idol, The Pariah, Love amongst the Lions, Mr. Punch's Model Music Hall, The Pocket Ibsen, Percy and Others, etc.

Among his plays are: The Man from Blankley's, The Brass Bottle, The Imaginary Invalid (adaptation from Moliere).

DUCHESS OF AOSTA

Rome, Mar. 12.
The death is reported to have occurred at Luxor of the Duchess of Aosta.—Reuter.

(Continued at foot of next Col.)

There was a time when the trams were condemned as a nuisance to other users of the road, and the bus hailed as the solution of traffic problems. The bus was then more or less a novelty, however, and with the greater familiarity the early approval of them has been modified. It is the bus to-day which is the nuisance to other traffic—erratic, clumsy, usurping the road, pulling into the kerbs at the busiest spots, always in the way. It may be agreed at least that in Hong Kong the tramways have morally rehabilitated themselves."

This may be true but we think that the most important factor has been missed and that this question of obstruction and congestion, etc., though of considerable importance to scores of motorists is of little or no importance to those hundreds of thousands whose main concern is the question of the fare. The Chairman of the Tramway Company told us in so many words that a big profit was being made on the low tram fares but that the (now extinct) Kai Tak Bus Company made a considerable loss on its high bus fares. To us this is a mystery. It cannot be that passengers in Kowloon would be able to travel as cheaply in trams as do the tram passengers in Hong Kong—otherwise there would have been a demand for trams in Kowloon. The fact remains however that from the point of view of the cost of road passenger transport the Kowloon resident is being badly hit compared with his friend on the Island of Hong Kong and he has our sympathy. We believe there must be some solution to this "riddle of the fares" and suggest to that alert body the Kowloon Residents' Association that they endeavour to find it. It is with some diffidence that we submit a possible answer, viz. "The hybrid called the trolley bus."

Those present to pay their last respects were Mr. Andre, Mr. A. I. Cash, Miss Alice Tester, Mr. H. Loywick, Mr. H. K. Lee, Mr. and Mrs. G. B. Sykes, Mrs. C. Forrest, Miss E. Britto, Mrs. V. Schepetova, Mr. V. F. V. Ribeiro, Mrs. C. B. Easterbrook, Mrs. Peter, Tschin, Mrs. S. Adamson, Mrs. C. H. Elkins, Mr. A. Morgan and Miss Helen Chung.

Wreaths were sent by Mrs. R. J. Stevens, Anne, Helen, Juliette, Miss E. Morrison, Miss Alice Tester, Mrs. Hodge, Mrs. A. E. Matthews, Mr. A. I. Cash, Mrs. Ah Kong, Miss, Mr. F. V. Ribeiro, Peter, Andre, and staff and the little Beauty Parlour and staff.

World Cable News in Brief

(Special to the "Hong Kong Daily Press" (Copyright).)

Basel, Mar. 11.
The plebiscite held on Sunday on the question as to whether private persons may or may not be permitted to possess weapons for personal defence, resulted in a defeat for the Swiss Government—that is the Swiss people voted for the retention of existing State affairs whereby the possession of weapons is permitted.

At six o'clock in the evening the results of the voting in twenty four cantons gave the result as 475,000 against 400,000. The result of the canton of Graubunden is still outstanding which, however, cannot change the main result of the poll, namely that the hotly contested change of law has been rejected by the Swiss people.

Certain bourgeois groups voted against the existing law on the grounds that if certain political parties were allowed by law to carry arms, their opponents would also arm secretly, so that finally the Swiss people would be split into two hostile camps and ultimately might resort to violence as happened only recently in Austria.—Transocean Kuo Min.

GERMAN MINISTER WINS AIR RACE

Munich, March 11.
Unusual interest was paid to the aviation event on Saturday when twelve competitors took part in an air race near the Zugspitze, the highest mountain in Germany.

This event is held every year and this year one of the competitors was Reichminister Rudolf Hess, Hitler's deputy, and a noted aviator in the World War. After the race the competitors returned by air to Oberwiesenthal where Rudolf Hess, who won the race, was given an enthusiastic reception.—Transocean Kuo Min.

UNIFIED GERMAN STATE

Munich, March 11.
The first anniversary of coming to power of the N.S.D.A.P. in Bavaria was celebrated to-day in the presence of Reichschancellor Adolf Hitler and Government officials in the Exhibition Hall in Munich.

The Bavarian Minister-President recapitulating the Bavarian history during the last century, pointed out that the national socialist revolution had overcome any kind of particularism and that for the first time in history a unified German state had been created. The minister strongly recommended confessional peace, as it was the highest aim of the third realm to bring together all Protestants and Catholics.

During the last 15 years the contrast between the Catholics and Protestants had artificially been fostered by non-German forces in and outside the country to weaken the strength of the nation. But now power in the world could ever separate the Bavarians from the Reich in taking advantage of the either confessions. Munich being the headquarters of N.S.D.A.P., predominating in German arts will always be the bulwark against any future religious intrigues.—Transocean Kuo Min.

IMPROVEMENT IN ITALIAN RAILWAYS

Rome, March 12.
The railway express Firenze Bo-

Mrs. Julia Sager

Mrs. Julia Sager, proprietress of the Juliette Beauty Salon, Hankow Road, passed away early yesterday at the Kowloon Hospital, after a brief illness.

Mrs. Sager, who was born in Rochester, Minnesota, 43 years ago, came to the Far East in 1929. She was nearly a year in Shanghai, then came to Hongkong where she opened her popular beauty parlour in Hankow Road.

She enjoyed the respect and affection of a large circle of friends, and her untimely death due to double pneumonia will be deeply regretted.

The funeral took place at the Protestant Cemetery last evening, the Rev. H. W. Barnes conducted the service.

Those present to pay their last respects were Mr. Andre, Mr. A. I. Cash, Miss Alice Tester, Mr. H. Loywick, Mr. H. K. Lee, Mr. and Mrs. G. B. Sykes, Mrs. C. Forrest, Miss E. Britto, Mrs. V. Schepetova, Mr. V. F. V. Ribeiro, Mrs. C. B. Easterbrook, Mrs. Peter, Tschin, Mrs. S. Adamson, Mrs. C. H. Elkins, Mr. A. Morgan and Miss Helen Chung.

Wreaths were sent by Mrs. R. J. Stevens, Anne, Helen, Juliette, Miss E. Morrison, Miss Alice Tester, Mrs. Hodge, Mrs. A. E. Matthews, Mr. A. I. Cash, Mrs. Ah Kong, Miss, Mr. F. V. Ribeiro, Peter, Andre, and staff and the little Beauty Parlour and staff.

logna, one of the most important works to improve national communication will be opened on the 22nd April as was announced some months ago by the Duce in the Senate. The 97 kilometres between the two cities will be covered in about one hour. The work which began in 1920 cost one milliard and 300 millions, of which one milliard was provided after the Fascist Regime. This demonstrates the activities developed by the Fascist Regime. Thanks to the new line one will reach Naples from Milan in less than 10 hours.—Transocean Kuo Min.

MT. ACONCAFUJA CONQUERED

Buenos Ayres, March 12.
It is reported from Puerto de Lima that the Italian Alpinists have safely reached the top of Mount Aconcagua an altitude of 7040 metres. During the ascension at 4,600 metres the alpinists found the remains of a body which is supposed to be that of the German Explorer Panker, who disappeared 9 years ago during his attempt to reach the top of the mountain.—Transocean Kuo Min.

TRIPOLI INTERNATIONAL FAIR

Tripoli, March 12.
The eighth International and inter-colonial fair in which will participate several nationalities, will be officially opened shortly. Representatives of the Senate, Chamber of Deputies and the principal confederations, as well as a group of Italian and foreign journalists are already here. Marshal Balbo, Governor of Libya, who will also represent the Fascist Party arrives to-day, also the Under Secretary to the Ministry of Corporations who will represent the Government.—Transocean Kuo Min.

MONS. DINI

Rome, March 12.
Monsignor Dini Apostolic Delegate to Palestine and Egypt left for Naples where he will embark for Alexandria. Mons. Dini will take over charge of the Delegation at Cairo after which he will proceed to Jerusalem.—Transocean Kuo Min.

TO UNITE ARYAN GERMANS

Berlin, March 11.
A "Reichs Society for genealogical and heraldic research" was founded on Saturday at a meeting of all German genealogical societies attended by the Reichs Home Minister, Dr. Frick and the expert on racial science in Reichs Home Ministry, Dr. Achim Gercke. Dr. Gercke was appointed by Dr. Frick as leader of the new organization.

The purpose of the new Reichs society is to unite all German men and women of pure Aryan origin who study genealogy so as to assure the promotion and continuation of these studies in the coming generation and spread recognition of the great importance of these methods among the rank and file of the German people so as to preserve the German nation from undesirable admixture with foreign blood.—Transocean Kuo Min.

LOCAL AND GENERAL

The French sloop Durmont de Urville arrived here yesterday.

The monthly meeting of the H.K. football Council will be held in the Association Office, 6 Des Voeux Road, C. on Monday next, 19th March, at 5.30 p.m.

Canton, March 12.—Mr. Poh Yi Yat, the Chinese naturalised Korean has left Hongkong.

He expressed gratitude to the Chinese authorities who made representations for his release.

Three cases of small-pox (Kowloon), 2 cases diphtheria (1 Hong Kong and 1 Kowloon), 1 case enteric fever (Hong Kong), and two cases cerebro-spinal fever (1 Hongkong, 1 Kowloon) were reported to the Medical Officer of Health on March 11.

At tomorrow's meeting of the Rotary Club it is hoped that the speaker will be Dr. Y. Y. X. Secretary of the National Christian Council, Shanghai, whose address

NEWS SUMMARY

In the quarter final round of the Doubles Tennis Championship, Ho Ka Lau and Tsui Wai Fui defeated Captain Cannon and H. Owen Hughes yesterday. Page 10.

The S.S. Svalde ran aground in thick fog, near Foochow yesterday. Page 11.

Entries for the Fanning Races on Sunday are given on Page 10.

The draft programme for the races to be held at Macao on March 24 is given on Page 10.

A number of forthcoming marriages are announced on Page 11.

Building developments at Tsun Wan are foreshadowed according to an article on Page 6.

The death of a Chinese clerk and his concubine in a suicide pact is reported on Page 12.

On March 21, the China Fleet Club's new home will be opened by the Commanders. Page 11.

A claim for \$1,358 was brought by Captain L. N. Bear at the Supreme Court yesterday against the Foo Hong Steamship Co. Page 7.

The S.S. "Un Kai Maru" No. 3, the latest Japanese show boat, will arrive in port on Thursday, March 15. She will have on board for display and sale a large assortment of Japanese products. Page 7.

The long firm fraud case in which practically all European firms were involved to the extent of about \$10,000 opened at Central Magistracy yesterday. Page 7.

A DELUGE OF PETITIONS

Another Sequel To Stavisky Scandal

(Special to the "Hong Kong Daily Press" (Copyright).)
(By Telegraph, Copyright, Telegraphic Messages, Ordinance, 1894. Received, March 12, 4.30 a.m.)

Paris, Mar. 11.
The French law courts are now being deluged by petitions filed by various persons accused of complicity in the Stavisky scandal aiming at establishing their innocence by charging unknown persons with misdeeds of their names.

Thus the Radical Deputy, Proust, as already reported by Transocean, adopted this form of protest because he was accused of having received 24 million francs from Stavisky, Proust's name being found in the counterfoil of Stavisky's cheque book.

Meanwhile it has been clearly established that the recipient of the cheque in question was really director Bayonne and the Municipal pawnbroker, Tissier. Ex-Minister Daladier, also amongst those accused, likewise lodged a charge against "somebody unknown" for forging a private letter to insurance companies in Daladier's handwriting recommending the purchase of bonds of Municipal lending institutes, this letter enabling Stavisky's agents to place them without difficulty.

Similarly, the former editor of the newspaper "Liberte" Camille Aymard has filed a suit against an unknown person because on the butt of a cheque drawn by Stavisky appears the word "Camille (Tardieu)". This leads to the obvious deduction that both Aymard and ex-Premier Tardieu were directly involved in the scandal which they both denied with indignation.

If it should prove true that Stavisky habitually entered false names on cheque butts, then the difficulty of distinguishing the innocence from the guilty will be immensely increased.—Transocean Kuo Min.

to the Canton Rotary Club last week greatly charmed the members.

A small fire broke out at the Sun Wah Soap and Shoe factory at the sea front, Saiwanho at 9 o'clock last evening. Four fire appliances were rushed to the scene immediately on receipt of a call, but on their arrival the fire had already been extinguished. Practically no damage was done, and the cause of the fire is yet unknown.

Mr. T. H. R. Shaw, Manager of Butterfield and Swire, left the Colony for Canada on retirement on Friday after over thirty years' service in the East. He has been at Hongkong for the past four years during which time he has in addition to business activities, served on the Chamber of Commerce as Vice and Acting Chairman and he was Chairman of St. Andrew's Society in 1930, besides which he has served on various local committees and the Council of the University.

SPAIN IN THE THROES OF POLITICAL UNREST

General Strike Proclaimed And Threat Of Civil War

GOVERNMENT TAKE MANY PRECAUTIONS

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, March 12, 7:30 p.m.)

Madrid, March 12. The Government are taking steps to have loud speakers installed in various parts of the city from which latest strike news will be broadcast. The Government also asks the people not to be misled by rumours created for the purpose of creating unrest.

A strike of building operatives and metal workers is in full swing, while in Valencia, port workers and stevedores have also walked out, but no serious disturbances have been reported as yet.—Transocean Kuo Min.

Madrid, March 12. A general strike throughout Spain has been proclaimed and will start at midnight. The Government has declared the strike to be illegal and are taking all precautions to ensure that all public services may hold out against the strikers.

Spain is on the eve of another vast upheaval. Socialists leaders announced that preparations for civil war will be made immediately if the Socialist Party is banned.

The Catholic paper, "Accion Popular" has ordered all young volunteers mobilised for civil defense to be at their posts in the streets at 7 p.m. on Tuesday to protect the sale of newspapers when the strike of five thousand newspapermen begins.

Hundreds have been arrested for possession of unlicensed fire-arms.—Reuter.

MADRID QUIET

Madrid, Mar. 12. The city was quiet at 2 a.m. It is impossible yet to estimate the extent in response to a general strike, but the generally tension appears to have considerably relaxed.—Reuter.

STRIKE INEVITABLE

Madrid, Mar. 12. The Government is understood to be ready with a decree for martial law at the first sign of trouble, and its declaration making illegal a general strike announced from Barcelona to start at midnight have nullified for the present instructions from Barcelona, this, coupled with the fact that all trade Union Offices were closed on Sunday, probably impeded the transmission of strike orders.

The Government are making an effort to terminate existing trade conflicts, but the climax in a general strike seems inevitable tomorrow.—Reuter.

PRINCE SIXTE OF BOURBON

Suffering From Blood Poisoning

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, March 12, 7:30 p.m.)

Paris, March 12. Prince Sixte of Bourbon is reported to be in a critical state owing to blood poisoning, and physicians hold out little hope for his recovery. Almost his entire family including his sister are at his bedside and the latter's eldest son, the Archduke Otto—the pretender to the thrones of Austria and Hungary—is also expected to arrive here shortly.

Prince Sixte who is 48 years old is one of a family of twenty and played an important part in the world war.—Transocean Kuo Min.

CARDINAL BERTRAIN

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, March 12, 7:30 p.m.)

Breilan, March 12. Cardinal Archbishop Bertrian will celebrate his 75th birthday on Wednesday. Cardinal Bertrian who has been head of the diocese since the autumn of 1914 continues to enjoy excellent health.—Transocean Kuo Min.

UGLY SCENES AT BOXING MATCH

Crowd Reverse Referee's Decision

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, March 12, 7:30 p.m.)

Paris, March 12. Unusual riots occurred at a boxing match which took place on Sunday night at Lille, when the public overruled the referee's verdict by making a vote and awarding the fight to the opponent of whom the referee had declared the winner.

Pandemonium broke loose when the referee's decision was announced, the crowd bombarding the ring with bottles, chairs and other missiles and attempting to set fire to the platform.

Police rushed to the scene and succeeded in restoring order, but only after the police officer in command had assured the spectators that a vote would be taken on the outcome of the fight. The vote resulted in a complete reversal of the referee's verdict by an overwhelming majority.—Transocean Kuo Min.

FRANCO-GERMAN TRADE TREATY

Extended Till May 20

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, March 12, 7:30 p.m.)

Berlin, March 12. The Franco-German Treaty of Commerce which has been denounced by the French Government and, therefore, due to expire on March 20, has been prolonged until May 20, in consequence of an exchange of notes between the two Governments, as it will be impossible for technical reason to conclude at an earlier date negotiations which are now pending in view of the new Little Entente.—Transocean Kuo Min.

CUNARD-WHITE STAR LTD.

Main Provisions Of Agreement

London, March 12. The main provisions have been published of the Agreement between the Treasury, the Cunard Company and the Oceanic Steam Navigation Company for a merger, the "Cunard-White Star Limited," which will take over, free from all mortgages and charges, certain Atlantic assets of both companies. The agreement is contingent with legislation passed by Parliament and the consent of holders of Cunard debentures and secured creditors of the Oceanic Steamship Company. Legislation must be passed to enable the Treasury to provide three million pounds for the completion of liner No. 534, a further one million five hundred thousand pounds for working capital and to enable the Treasury to provide another five million pounds for additional ships.

In consideration of the merger, sixty-two per cent. of the initial capital will be credited to the Cunard Company and thirty-eight per cent. to the O.S.N.C.—Reuter.

SIR A. CADOGAN AT HANKOW

Hankow, Mar. 12. Sir A. Cadogan has arrived here from Nanking.—Reuter.

JAPANESE NAVAL TRAGEDY

100 Officers And Men Feared Lost

Tokyo, Mar. 12. Mystery surrounds the fate of the torpedo-boat Tomotsu Maru, 521 tons, which was launched in February and which was found by rescue vessels at 1 p.m. totally disabled in the vicinity of Shikoku Island several hours after she suddenly ceased to send wireless messages during exercises. The Navy Office is not divulging the casualties pending investigation, but the Asahi claims the vessel capsized and over a hundred officers and men aboard are feared all lost.—Reuter.

SENSATION IN SHANGHAI

Alleged Attempt To Kill Bogomoloff

Shanghai, Mar. 12. Something in the nature of a sensation was created in journalistic circles this evening when the Chinese News Agency circulated a report appearing in a local Japanese daily to the effect that an attempt on the life of M. Bogomoloff was planned for February 24 when he was due to leave the North Station. It was stated the alleged would-be assassins were Russians, Koreans and Chinese dressed in Japanese clothes whose purpose it was to aggravate the already strained Russo-Japanese relations by making it appear that Japanese had killed the ambassador.

How true or otherwise this report is, is at present not known.—Reuter.

C.E.R. TRACK TORN UP

All Traffic Held Up

Harbin, Mar. 12. A Japanese armoured-car patrolling the C.E.R. discovered 20 miles west of Pogranichnyaya that the track was torn up in three places, two bridges destroyed by fire and telegraph wires cut for three miles. All traffic has ceased.—Reuter.

ALL AVIATION TO STOP!

Order By U.S. Air Chief

Washington, March 12. Major-General Foulis, chief of the Army Air Corps, has ordered the suspension, for two or three days, all Army and Air Mail flying pending the drafting, for approval, the new modified schedule in accordance with President Roosevelt's instructions. This step will leave the country without a single line operating.

Under the revised plan which is tentatively approved by Major-General Foulis, twelve of the eighteen routes now traversed by Army planes, including the main trans-continental routes, will be maintained when operations are resumed.—Reuter.

TOO MANY ACCIDENTS

Washington, Mar. 12. Maj.-General Foulis' decision for a temporary cessation of air-mails follows Mr. Roosevelt's instructions, owing to the number of casualties, that all but the most necessary air-mail flying should be eliminated pending the enactment of necessary legislation and negotiation of new contracts for returning air-mails to commercial companies.—Reuter.

MR. MELLON'S ANSWER

To U.S. Attorney General

Washington, Mar. 12. Mr. Andrew Mellon in a statement to-day said, "The action of the Attorney General in politics is of the most crude sort. All income-tax ever asserted against me has been paid. I have paid more than \$20,000,000 in income-tax in the past twenty years." Mr. Jimmie Walker, who is staying with his wife in Surrey, said

HEAVY RAINS IN ENGLAND

Water Shortage Anxiety Abated

London, March 12. The heavy rains which occurred during the week-end and forecasts indicating a continuance of unsettled weather with snow and sleet in North-East and further rain in the South of England have somewhat lessened the anxiety regarding water supplies, particularly in the rural districts where restrictions have been enforced. Thunder storms occurred in many parts on Saturday and Sunday. Summer drought in Britain often ends in thunderstorms, but it is unusual for a long spell of drought in January and February in England to be followed by thunders in March. British Wireless.

R.A.F. FLYING FATALITY

Observer Killed

London, March 12. The first flying fatality in the Royal Air Force this year occurred yesterday in Gloucester when an aircraftman who was acting as observer was killed when the machine crashed in a field.

The pilot of the aeroplane, realising that the machine was out of control, jumped clear, and as the parachute opened immediately he landed unhurt. The machine did not catch fire after crashing.—British Wireless.

SILVER MARKET

(From Our Special Correspondent)

London, March 12. Following are the Silver Quotations on the London market to-day:—

	Mar. 11	Mar. 12
Spot	204	204
Forward	20.13/16	20.9/16

The London on New York cross-rate at the closing to-day was G.85.07.13/16.

LONDON STOCK EXCHANGE

Undertone Good

London, March 12. Sterling on New York 5.073, on Paris 77.3/16.

On the Stock Exchange this morning the undertone is good, but interest mainly is centred on few special sections. British Government stocks are steady, War Loan 103.7/16. Gold 136/10d.—British Wireless.

NO STORM TROOP ARRESTS

New Order Made In Germany

Berlin, March 12. Herr Goering has forbidden all arbitrary arrests by Storm Troopers and minor Nazi officials. Henceforth arrests must be ordered by the Secret Police and Provincial governors and must be telegraphed to Herr Goering. Arrests, if not confirmed within a week, become invalid.—Reuter.

OVERSEAS MARKETS

Urgency Of Improving Conditions

Berlin, March 12. At the East Asiatic Club dinner in Hamburg, Dr. Schmidt, Minister of Economics, stressed the urgency of improving overseas markets. He wished the Chinese Government the utmost success in securing the quiet development of the interior and hoped that Japan's relations with Germany will continue to be friendly to the advantage of both.—Reuter.

he welcomed an opportunity of vindicating his character and pointed out it is nearly two years since the authorities decided his income-tax return was incorrect. They spent three months investigating his financial position and found nothing to enable them to bring a charge of tax evasion.—Reuter.

Mail News From Canton

KWANGTUNG SILK INDUSTRY

Practical Measures For Improvement

(From Our Special Correspondent)

Canton, March 12. Practical measures for the improvement of Chinese silk are embodied in a scheme submitted by the Silk Improvement Bureau to the Provincial Department of Reconstruction.

The scheme which was drawn up by Mr. Liu Hsueh Chen, director of the Bureau, calls for establishment of a special godown for the storage of silk, compulsory testing of raw silk, the establishment of a large silk company for the purpose of exporting silk, organisation of a silk trade information bureau for the collection of market conditions in foreign countries, and the establishment of a silk bank.

For the welfare of silk workers, a plan is proposed to form a silk co-operative bank which will accept savings from silk workers and advance them loans on favourable terms. Production of inferior quality of silk is to be prohibited, and silk producing concerns are required to turn out silk up to certain standards.

Prosperity in Kwangtung depends in a large measure, on the export of silk. Silk merchants here are heartened by the fact that the economic conditions in Europe and America, particularly the United States and England, are making industrial recovery and this means they are in a position to buy more silk from China.

CANTON TAX ON RICE

An Increase Of Cts. 20 Per Picul

(From Our Special Correspondent)

Canton, March 12. Increase in the tax on imported rice, from \$1.00 national currency per picul to \$1.20 per picul will take effect on March 20, and will raise the monthly revenue from \$250,000 to over \$300,000.

The Provincial authorities are increasing revenues in accordance with the Three-Year Plan. They find that foreign rice has been coming in without decrease of quantity since the rice tax came into force, and accordingly a higher tax is to be imposed to protect native rice.

However, rich merchants in Shaoke Road are embarrassed by this additional taxation. They first planned to import more Saigon and Siam rice from Hong Kong before March 20, but the price of this commodity in Hong Kong has gone up owing to the unfavourable exchange in Siam and Saigon currency. Rice importers prefer to wait and let the new tax come into effect rather than buy such rice at an increase of twenty cents Hong Kong money per picul.

On the other hand the tax on grain or paddy remains 60 cents Mex. per picul. In fact, merchants are requesting the Provincial Department of Finance to reduce this tax to 20 cents per picul. The matter is under consideration by the authorities, and no immediate action is likely.

VICEREGAL LODGE AS MUSEUM

Homes In Miniature

(Special Air-Mail Service)

London, February 30. The Irish Free State Government has decided to convert the Viceroyal Lodge in Phoenix Park, Dublin, into a museum of science and art. The extensive private grounds of the lodge will be thrown open to the public, and the kitchen gardens will be let to a market gardener. The lodge has not been occupied since the appointment of Mr. Donald Buckley as Governor-general. It will be used as an extension of the existing Museum of National Science and Art.

Aran Island House. This extension will consist of a series of rooms, each designed as a replica of dwelling-houses in different parts of the country, and containing examples of the clothing in use, the industries and customs pursued.

A beginning has already been made by the collection of a complete set of articles of year and a model of a house in use on the Aran Islands. This will be the nucleus of the museum. The present Governor-General who lives in a private residence at Blackrock, County Dublin, takes no part in public functions.

DISARMAMENT PROBLEM

France To Reply To British Note

London, Mar. 12. The attitude of the French Government on the British Memorandum on Disarmament and the light of Captain Anthony Eden's conversations in Berlin and Rome are to be disclosed in a note. It is unlikely the note will be received before the debate on Disarmament which is to be raised in the House of Commons on Wednesday.

In these circumstances a full statement on the results of the Lord Privy Seal's mission is not to be expected, but both the Foreign Secretary, Sir John Simon, and Lord Privy Seal Capt. Eden will take part in the discussion. Disarmament will also be debated in the House of Lords on Thursday.

The subject will doubtless be referred to again in the Commons debate on the Navy Estimates to-day and on the Army Estimates on Thursday, although notice has been given that many other matters connected with these circumstances will be raised.—British Wireless.

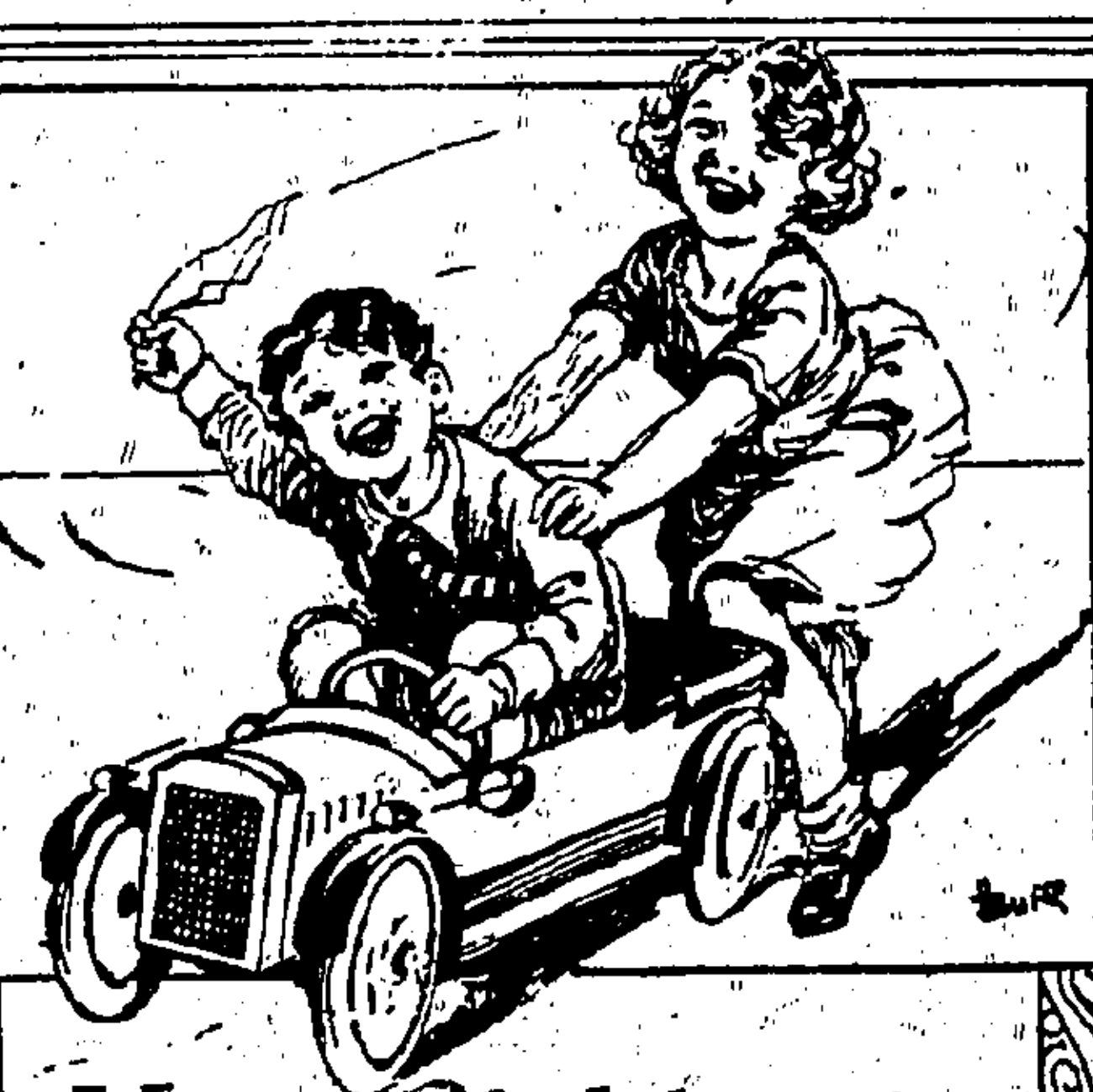
AN ACT OF LESE MAJESTY

How Nanking Views Pu Yi's Action

Nanking, Mar. 12. The National Government have issued a mandate which declares that Mr. Henry Pu Yi in allowing himself to become head of a "puppet" regime is guilty of lese-majesty, therefore, he is punishable in accordance with the law governing acts of treason against the Republic, while Pu Yi's associates are to be dealt in accordance with the same law and regulations governing the punishment of bandits.—Reuter.

FIRE IN CHINESE LEGATION

Berlin, March 12. A fire broke out in the Minister's study in the Chinese Legation but was put out promptly. Slight damage was, however, done.—Reuter.



Your Children's greatest need is Health & Energy

ALL day long the children are using up energy in spendthrift fashion—and every ounce of energy spent has to be made good from nourishment. They are growing, physically and mentally, and nourishment is essential for healthy growth. Children need more nourishment than ordinary food supplies. They need the wonderful nourishment contained in "Ovaltine". This delicious beverage is prepared from Nature's best foods—malt, milk and eggs. All the nutritive elements are present in a correctly balanced and easily digested form. Make sure your children have their "Ovaltine" every day—for breakfast, after school, before going to bed. Then you can be quite sure that they will grow up strong and healthy.

6 A.P.B. 7.

OVALTINE

TONE FOOD BEVERAGE

INTER-LEAGUE RIVALRY.

Arsenal And Tottenham Go Ahead

(Special Air-Mail Service)

London, Feb. 20. In representative football during this season the Scottish teams have not roused the enthusiasm of their followers, for their displays have been disappointing. The Scots seldom give of their best against Welsh and Irish eleven. But a match against an English eleven, chosen on a national basis, is quite another matter. When the Sassanach crosses the Border the clubs and the clans are eager for the combat. Then there is no indifference, no faint hearts, and no delay in action. Thus the rivalry of the Leagues attracted a thrilling crowd yesterday to the new Ibrox, the headquarters of the Rangers of Glasgow, who for some years have been playing not only effective but fine football. They played well, but the visitors were just as capable.

In spite of a strong breeze the game was one of the most interesting of the Inter-League series, and resulted in a period when the Leagues of England generally won this annual encounter, but that day has gone. In 1930 and 1932 the Scots won at Glasgow by the odd goal, and last season, at Manchester, they were victors much more decisively. Therefore, the drawn match at Ibrox, if only a partial success, is not without merit, especially when the Scotsman had his foot upon his native heath.

Although the English players maintained an attack at the outset, Stevenson, the Motherwell man who is generally good on such occasions, raised the siege. But the visitors returned and tested the Scottish goalkeeper. The first goal, however, was obtained by the Scots and was really a surprise for Simpson, the centre half-back, a valiant Ranger, scored by a free-kick at the end of nine minutes. Only for two minutes did the home eleven retain the advantage as Hecford made the record equal. The game was sternly and skilfully fought, Stevenson, Weaver, and Beresford being clever initiators of movements. At length Bruton, a consistent raider on the right, delivered a centre that Bower headed into the net. At the interval England led by this goal.

The latter part of the wind was not so strong, and the Scots struggled manfully for an equalizing goal. Once McPhail looked very dangerous, but he ran into an offside position in another movement he avoided such a mistake and scored with a hard drive that Sagar could not stop, although he got his hands to the ball. The match will be remembered as one of the fastest and most attractive for some years. The Scotsmen surprised their friends, and they were rather unfortunate to be a goal in arrears at the interval. In attack and defence they appeared as the more convincing eleven. The English team showed a great defence in the second half, and then rallied, but could not win. To sum up, the Scots played clever and effective football. The outstanding men in protection of the goal were the two Celts, Kennaway and McGoheale. At half-back Massie, of the "Hearts," the man whom Bury did not want, and Simpson were splendid. Main, the new outside-right of Scotland, an Airdrieonian by birth, Fleming, the centre-forward, and, of course, McPhail, the paragon from Barnhead, were, on the whole, the most prominent forwards. Still, no impartial man can deny that Kennaway saved his side from defeat. He excelled when the position looked hopeless. Still, Sagar, of Everton, filled the breach. Not even Hibbs could have done better. He was very alert, and even on the occasions when he was beaten he got a hand to the ball even if he could not stop it. Blackingsop has recovered his strength and speed. His positional play was a brilliant example of anticipation.

Probably the English forwards were not quite as clever and cohesive as expected, but Bruton, who was recalled for a big match after an interval of five years, was a success. Bruton has a quiet style, but he has command of the ball, is over ready and generally finishes his runs with discreet placing of the ball. Crooks and Hipland kept him in the background, but were in week-out Bruton is most reliable. The English vanguard, as a whole, had to face tenacious and shrewd tackling. They did not know each other's play as well as the forwards of the home eleven. One must not forget that four of the Rangers were in the Scottish front line and were playing together on their own ground. This was a great advantage. The League appointed Mr. Richard Ray, the secretary-manager of Leeds United, as coach and adviser to the English eleven. This is the first time that the League have placed an official in charge of their team, and it may

be that the same policy will be pursued by the Football Association when England meet Scotland at Wembley in April.

Although Derby County were deprived of Bowers, they retained their position at the head of the First Division, for it there was not a forward capable of a goal. Keen, the left half-back, beat Pearson, the West Bromwich goalkeeper, and insured the sharing of the points. Thus Derby not only retain the premier place, but are still unbeaten on their own ground—a distinction they share with Blackburn Rovers. As Arsenal and Huddersfield won there is only a point between the three leading clubs. Arsenal had to play Sider at left half-back and Dougall at inside-left. Dougall, who was making his first appearance in the eleven, is a member of a Scottish football family, and was obtained from Southampton during the autumn. He has done good work with the second eleven. While Arsenal's defence did not falter, Hirkett gave them the lead with a goal that was primarily due to Dougall. After the interval Bowden made the result certain. Arsenal, who won as they deserved to do, will train at Brighton during this week for their Cup-tie with Derby County.

Huddersfield, in spite of the absence of Willingham, played well at Bramall Lane, as they always seem to do. Sheffield United were decisively beaten. W. H. Smith scored twice, and appeared as crafty as ever. The four goals of Huddersfield loom large, especially on a day when no fewer than ten teams of the First Division could not score at all. Five matches were drawn, and in three of these there was not a goal. Considering the latitude that players have under the revised off-side law, it is amazing that there are any matches without a goal. Arsenal and Huddersfield were not the only visitors to win, as Stoke had that rare experience for them. As this happened at Wolverhampton, the North Staffords had the felicity of overcoming the South Staffords through the sure shooting of Sale and Johnson.

The course of events yesterday did not help Sheffield United and Chelsea, who are still at the base. Not only were the former overcome on their own pastures, but Tottenham Hotspur did not allow Chelsea to escape from White Hart Lane without forfeiting both points. Hotspur opened the scoring by the aid of W. Evans, and shortly after Hunt doubled the tally. The match was taken too seriously, and after the interval McAulay, the back, who was filling Law's place, was ordered off the field by the referee. Gregg got a goal twelve minutes from the close, but the end was welcome to many supporters of each side.

Grimsby Town assured themselves of a long lead in mid-week by defeating Port Vale. Yesterday they had quite a different experience, as they were mastered by Nottingham Forest. Rest, returned to centre-forward, counted twice, and Simpson and Masters added goals. Only once before have Grimsby forfeited four goals during this season. They struggled hard, especially in the second half, but were unable to avoid loss. This victory came as a surprise. Brentford reversed the result of their Cup-tie with Hull City, thanks to a goal from Hopkins, and hold their encouraging position in the Second Division. Brentford seem to be gathering strength as they go along. Fulham and Millwall played strong games in this tournament, for Bury had not been overcome since Grimsby won at Gigg-lane on November 18.

Norwich City gained a victory over Northampton Town, who were not allowed to score. Clapton Orient did not spare Aldershot, who were outpointed by 3-2. Still the heavy scoring was done in the Northern section of the Third Division. The home clubs were in battle array, and fired so truly that they scored forty-eight goals against fourteen—not a single visiting eleven being able to win. This week Barrow got nine goals, but at home. The leaders, Chesterfield, were beaten by Barnsley, for whom Abraham Blight shot three goals. There were others who scored more, Shankley (Barrow) and Cunningham (Crews) each getting four, but neither Chester nor New Brighton has the strength of the Derbyshire team, who are losing their firm grip on the first position of their competition.

ATTENDANCES

The leading attendances at yesterday's league matches were—
Everton v. Liverpool 50,000
Tottenham v. Chelsea 50,000

FANLING RACES

Programme For Sunday, March 18

The entries and weights for the Fanling Races to be held on Sunday, March 18, are as follows:—

RACE 1.

Volunteer March Handicap—(11 Miles.)
A Hurdle Race for China Ponies approved by the Officer Commanding the Machine Gun Troop as bona fide troop ponies. Winner of a similar race this Season barred. To be ridden by Members of the Troop.
Bob 150
Country Club 152
Demurrer 153
Pat 153
The Curlew 150
The Roundhead 150
White Stars 160

RACE 2.

St. Patrick's Handicap—(11 Miles.)
A Hurdle Race for China Ponies. Winners this Season of two or more hurdle races barred.
Celerity 160
Christmas Belle 158
Donnabella 153
Festival Eve 165
Jingle 165
King's Company 162
Mouche 160
No Fear 161
Red Leaves 158
That's That 150
The Goat 155
Valley Hall 150
White Heather 155

RACE 3.

The Fanling Grand National and Pierce Grove Memorial Cup—(21 Miles.)
A Handicap Steeplechase for China Ponies. Winner to hold for one year the Challenge Cup with replica presented.
Burgomaster 165
Cuckoo Eyes 150
Duke of Milan 155
Marquis Hall 165
No Fear 150
Sweet Life 150
The Gadwall 162
White Heather 150

RACE 4.

The "Jorrocks" Plate—(11 Miles.)
A Hurdle Race for China Ponies approved by the Master of the Fanling Hunt as bona fide Hunters. Winners of any race at Kwan-ti this Season and ponies placed in a Country Race this Season barred. Catchweight—165 lbs.
Anson 145
Bill Brewer 145
Devon 145
Donnabella 145
Escalado 145
Gallant Fox 145
Glen Shee 145
Ike (late Green Butterfly) 145
Loch Ness 145
Malakit 145
Smiling Commander 145
Social Mark 145
Sunrise Eve 145
The Hawk 145
The Quail 145
Valley Hall 145
Wonderful Chivalry 145
Ziangi 145

RACE 5.

The Ladies' Hurdle Race. (Unofficial)—(1 Mile.)
A Handicap for China Ponies approved by the Master of the Fanling Hunt as bona fide Hunters. Winners of any race at Kwan-ti this Season barred.
Banjolina 140
Boukara 135
Cambridge 135
Cloudy Eve 140
Devon 140
Donnabella 145
Glen Shee 145
Golden Star 145
King's Company 145
The Dunn 140
Tim 135
Valley Hall 135
Wemby Stag 155
Wisdom Stag 155

RACE 6.

The Governor's Cup (Unofficial)—Over approximately 2 Miles of fair hunting country finishing on the Race Course.
Minimum Weight 160 lbs. Maximum Weight 180 lbs. for China Ponies. Ponies that have started this Season in a similar country race and not been placed barred.
Aircraft 160
Christmas Belle 160
Skewball Griffla 160
Toby 160
Tommy 160
Tom Cobley 160
Tigre 160
Winchester Stag 172
Zephyr 160

Aston Villa v. Portsmouth 25,000
Newcastle v. Sheffield W. 25,000
Wolverhampton v. Stoke 25,000
Barnsley v. Chesterfield 25,000
Fulham v. Bury 25,000
Leicester v. Sunderland 21,000
Blackburn v. Manchester C. 20,000
Derby C. v. W. Bromwich A. 20,000
Sheffield U. v. Huddersfield 20,000
Manchester U. v. Oldham 20,000
Middlesbrough v. Arsenal 18,000
Plymouth v. Preston N.E. 16,000
Nottingham F. v. Grimsby 15,000
West Ham v. Bradford 15,000

MACAO RACES

Programme For Sunday, March 25

The draft programme for the Macao Races to be held on March 25, is as follows:—

1—The Spring Handicap—Second Section—(Once Round.)

Winner \$100. Second \$75. Third \$50. For China Ponies classified by The Hongkong Jockey Club as "D" and "E" Classes and Subscription Ponies of this Club of any Season. To be ridden by Jockeys who have not won more than ten races anywhere at any time. No whips or spurs allowed. Entrance \$5.

2—The Trial Plate—(Six Furlongs.)

Winner \$150. Second \$100. Third \$75. A Handicap for China Ponies. Subscription Griffin of this Club of this Season. Entrance \$3.

3—The Spring Handicap—First Section—(Once Round.)

Winner \$125. Second \$75. Third \$50. For China Ponies classified by The Hongkong Jockey Club as "D" and "E" Classes and Subscription Ponies of this Club of any Season. Entrance \$5.

4—(Unofficial) The Spring Handicap—Third Section—(Once Round.)

Winner \$100. Second \$75. Third \$50. A Cup will be presented to the Winning Rider. For China Ponies classified by The Hongkong Jockey Club as "D" and "E" Classes and Subscription Ponies of this Club of any Season. To be ridden by Ladies. No Whips or Spurs allowed. Entrance \$5.

5—The Macao Derby Stakes—(One and a Half Miles.)

Winner \$250. Second \$125. Third \$75. A Handicap for China Ponies. Subscription Griffin of this Club of this Season. Entrance \$5.

6—The Chairman's Cup—(1 Mile.)

A Cup value \$700. Second \$100. Third \$50. A Handicap for China Ponies. Non-winning Griffin of The Hongkong Jockey Club of this Season. Entrance \$5.

7—The Eve Cup—(1 Mile.)

A Cup value \$200. Second \$100. Third \$50. A Handicap for China Ponies. Non-winning Subscription Griffin of The Hongkong Jockey Club of this Season. Entrance \$5.

FANLING GOLF

Captain's Cup: Woodward Qualifies For March

In the play-off for the March qualifying competition for the Captain's Cup on the new course, W. Woodward (89-16-73) beat M. N. Coates.

FANLING HUNT POINT TO POINT

The programme for the next Kwan-ti Meeting, on March 25, is as follows:—

1st Race—(2.30 p.m.)

Open to Australian Ponies approved by the Master, Fanling Hunt.
Catch weights 168 lbs.
Ponies that have won a Point to Point Race—5 lbs. extra.
Ponies that have won more than one Point to Point Race—10 lbs. extra.

2nd Race—The Ladies Race—(3.00 p.m.)

Open to China Ponies approved by the Master, Fanling Hunt.
Catch weights 140 lbs.
Penalties as for 1st Race.
To be ridden by Ladies.
Entrance fee \$5.

3rd Race—The Team Race—(3.45 p.m.)

Open to China Ponies approved by the Master, Fanling Hunt.
Open to Teams from the following:—
Royal Navy.
24th Regiment.
The Lincolnshire Regiment.
The East Lancashire Regiment.
1st/8th Punjab Regiment.
Small Units and Command Headquarters.
The Hongkong Volunteer Defence Corps.
The Machine Gun Troop, The H.K.V.D.C.
Private teams from Members of the Fanling Hunt.
To be ridden by those qualified to enter.

TENNIS TOURNAMENT

Interporters' Narrow Victory

Unexpectedly stern opposition was offered Ho Ka Lau and Tsui Wai Pui by Captain Cannon and H. Owen Hughes, when these two pairs met yesterday in the quarter finals. The match, which was eventually won by the Chinese pair, went the full distance.

Tsui Wai Pui gave a sparkling display throughout the match and was mainly responsible for the British pair's defeat. Ho Ka Lau was playing much below form and gave little support to his partner. H. Owen Hughes played a particularly brilliant game in the second set, and it was mainly due to his good work up at the net that this set was won by the British pair. Captain Cannon was inclined to be erratic and frequently sent the ball to the net.

Ho Ka Lau and Tsui Wai Pui won by 6-4, 4-6, 6-3, and will now meet the Rumbhain Cousins in the semi-final.

HOME RUGBY

Ronnie Gerrard Again Capped For England

London, Mar. 12. The following have been selected to represent England in the International Rugby Football match against Scotland at Twickenham on March 17:—

Owen Smith—(St. Mary Hospital). Booth, Headingley and Grammar (Oxford University). Gerrard (Bath). Melkie (Waterloo). Slow (Leicester). Gadeney (Leicester). Rev. (Blackheath). Gregory (Bristol). Longland (Northampton). Forest (United Services). Dicks (Northampton). Fry (Liverpool). Kendrew (Leicester). Weston (Northampton) is selected as reserve.—Reuter.

Of particular interest to local sportsmen is the fact that Ronnie Gerrard, the son of a former Assistant Superintendent of Police in Hong Kong, is again capped for England.

Getting his first cap for Somerset while he was still at school (Taunton), Gerrard fulfilled all his early promise of being one of the best three-quarters in the country and he has played regularly for the County and England for the last three years.

Gerrard won the Public Schools shot-put championship for three years in succession, and in this connection it will be recalled that his father was the local champion for well over twenty years.

Gerrard who was born in Hong Kong is not only an adept at rugby. He has played cricket for the Somerset Colts while he also represents the County at Water Polo. He was educated at the Diocesan Boys' School and then went on to Taunton to complete his studies. He is at present with a firm of civil engineers where he is reported to be "doing well."

YACHTING

3rd Extra Ladies Race

No yachts finished by the time limit in the 3rd Extra Ladies' Race which was sailed yesterday.
"H" Class—Started At 3 P.M.
Diana (Miss P. Whitham).
Rolla (Miss M. Whitham).
Dorothea (Mrs. Coote).
"I," "Y" & "G" Classes—Started At 3.10 P.M.
Ailsa (Miss N. Blidderback).
Zephyr (Mrs. Wren).
"A" Class—Started At 2.50 P.M.
Oslo (Miss M. Larssen).
Wasp II. (—).
La Linda (Mrs. Sheldon).
Isobel (Mrs. Home).
Joss (Mrs. Storton).
Gull (—).
Cleada (Mrs. Atkinson).
Tone Blue (Mr. Adams).
Pat (Mrs. Elliott).

RUGBY SEVEN-A-SIDE

Draw For 1934 Tournament

The following is the draw for the Seven-a-Side Rugby Tournament in aid of Charity which is being played on the Hong Kong Football Club Ground on Wednesday, March 14 (preliminary round) and Saturday, March 17 (second round, semi-finals and finals):—

First Round

Bye Kowloon.
H.M.S. Cumberland "A" S.W.B. "B".
5 p.m. Dr. Selby.

H.K. Football Club. Army Small Units.
5.30 p.m. Major Gottwaltz.

H.M.S. Adventure. R.A. Stonecutters.
4.45 p.m. Major Gottwaltz.

H.K. & Shanghai Bank. H.M.S. Tamar & S.S.
5.15 p.m. Major MacIntyre.

H.M.S. Cumberland "B". Lincolns.
4.15 p.m. Major MacIntyre.

S.W.B. "A". R.A. Lyemcoen.
4.30 p.m. Dr. Selby.

Bye H.M.S. Cornwall.

The matches in the First Round will be played on Wednesday, March 14 on which day play will commence at 4.15 p.m. the remaining matches will be played on Saturday, March 17, play commencing at 3 p.m.

The "Blarney Stone" Rugby Sevens Challenge Shield is being competed for this year for the first time.

The Band of the South Wales Borderers will play before and during the various rounds on Saturday.

During the interval between the Semi-finals and the Finals a game of sack rugby will be played.

CROWN LAND SALE

New Kowloon Inland Lot Purchased

At the offices of the Public Works Department yesterday afternoon a plot of Crown Land at Kowloon, registered as New Kowloon Inland Lot No. 1969 was put up for public auction, the upset price being based at ten cents a square foot.

During the proceedings, there were several bidders, and at last the lot fell under the hammer at the upset price of \$5,800.

The land has an area of about 56,730 square feet and its annual rental is \$392 and is adjoining the New Kowloon Inland Lot No. 1744, Ngau Chi Wan, Kowloon.

The new owner, Mr. Chau Tung Sang of No. 169, Wong Nai Chung Road, Happy Valley, declared that they intend to use the site for the erection of an up-to-date private residence of European style with small gardens at the back of the house. We were told, however, that the detailed plans have not yet been finally decided upon.

Mr. E. B. Reed, Superintendent of Crown Lands and Surveys, was the auctioneer.

ST. JOHN AMBULANCE BRIGADE

Public Vaccination

Previously reported 17,713
To March 10 25,238

Total 42,951

ADVERTISEMENTS.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ORDINARY YEARLY MEETING will be held at the Company's Offices, P. & O. Building, on Wednesday, 14th March, 1934, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December 1933 and electing Directors and Auditors.

The Register of Members of the Company will be closed from 3rd March to 14th March, 1934, both days inclusive, during which period on Transfer of Shares can be registered.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO. LTD.,
Agents.
Hong Kong, 21st February, 1934.

[3387]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders will be held in the Office of the Company, 2 Queen's Building, Hong Kong, on Monday, 26th March, 1934, at NOON, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1933.

The Share Register and Transfer Books will be closed from the 19th to 26th March, 1934, both days inclusive.

By Order of the Board of Directors,
E. COCK,
Chief Manager.
Hong Kong, 9th March, 1934. [2313]

CRICKET

S.W.B. v. Small Units Selected XI.

The following have been selected to represent the Small Units Selected XI in the above friendly match to be played on Saturday, March 17, 1934, at Sookunpoo, commencing at 2.15 p.m.:—

Major V. T. Bonavia, R.A.M.C. (Capt.), Capt. J. J. Welsh, R.A.S.C., Lieut. R. J. Walker, R.E. Sergt. E. T. Taylor, R.A.P.C. Sergt. T. Todd, R.A.O.C. Corp. W. H. Colledge, R.A.M.C. Corp. B. Ballard, R.A.S.C. Corp. H. Mullington, R.A.M.C. Sapr. T. Tucker, R.E. Pte. R. Leigh, R.A.M.C. and Pte. F. Forsythe, R.A.M.C.

Reserve: Sgt. C. Corrells, R.E. Scorer: L/Cpl. M. Meadows, R.A.M.C.

Umpire: W.O.I. R. Jordan, R.E.

CHARTERED SURVEYORS' INSTITUTION

Hong Kong & China Branch

The 6th annual general meeting of the Hongkong and China Branch of the Chartered Surveyors' Institution was held on Thursday, March 8th, 1934, when the following officers were elected for the ensuing year:—

Chairman—Mr. A. G. W. Tickle, F.S.I., F.R.I.B.A.
Vice Chairman—Mr. A. E. Lissman, F.S.I., M.I.M. and Cy. E.
Hon. Secretary—Mr. J. E. Richardson, P.A.S.I.

Members of Committee:—
Mr. N. L. Sparke, O.B.E., F.S.I. (Shanghai member).
Mr. G. W. Grey, F.S.I.
Major G. Evans, P.A.S.I.

THE YOKOHAMA SPECIE BANK

The Yokohama Specie Bank, Ltd. received a telegram from their Head Office to the effect that, at the 108th Half Yearly Ordinary General Meeting of the shareholders held at the Head Office of the bank at Yokohama on the 10th inst. Y. 8,899,038.82 carried over from last account. It was resolved to make the following allocations:—

To Reserve Fund Y.1,500,000.00
Dividend of 10 per cent per annum (for the half-year ended 31st December 1933) 5,000,000.00
To be carried forward to the next account 7,448,164.33

Y.14,448,164.33

Mr. Isaburo Nishimaki was appointed one of the Auditors in place of Mr. Naruyoshi Abe who resigned.

H.K. POLICE
RESERVE

ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR GENERAL OF POLICE.

COMMENDATION

The following Police Reservists have been commended by the Hon. Inspector General of Police and granted the meritorious service bar for services rendered in assisting the Regular Police in carrying out a Raid on February 13th in Wanchai District:—

CHINESE COMPANY.

Crown Sergeant R46 Thomas Yip.

Crown Sergeant R87 Chow Ching Chiu.

Constable R70 Wong Yat Ping.

FLYING SQUAD.

Crown Sergeant R301 Choa Hing Kai.

Crown Sergeant R333 A. W. Mooney.

CHINESE COMPANY

Strength.

The following members have been taken on the strength of the Chinese Company as from dates shown against them:—

Constable R7 Leung Kang Hin.

Constable R78 Cheung Wye Sam.

6th December, 1933.

Constable R45 Chu Kwan Yee.

6th December, 1933.

Constable R19 Joseph Wong.

Chong Kong, 1st February, 1934.

The following members have been permitted to resign from the Chinese Company as from dates shown against them:—

Constable R19 Ng Kai Chuen, 7th August, 1933.

Constable R94 Wong Tshin On, 5th September, 1933.

L. Sergeant R49 Loo Mang Hoon, 5th October, 1933.

Constable R63 Mak Hong Kwong, 7th November, 1933.

Constable R24 To Kwan Chuen, 15th November, 1933.

Constable R65 Lo Amng Tsoi, 12th January, 1934.

L. Sergeant R73 Ho Shiuque, 25th February, 1934.

Inspection Parade.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, March 15th, under Sub-Inspector R. J. Hunt for a general inspection of equipment etc., by the Commanding Officer. Fall in at 17.30 hours. Dress—Blue Uniform. Cap with White Cover. Belt with Brace. Armlet with Badge. "Pocket Policeman" and note-book to be carried. The Equipment Officer will make it a point of being present. Recruits will attend.

Training Course—Part II.

There will be no class at the Chinese Company Headquarters on Tuesday, March 13th.

INDIAN COMPANY

Strength.

Constable R244 Mohammed Yusuf has been taken on the strength of the Indian Company, as from Thursday, March 8th, 1934.

Inspection Parade.

All ranks of the Indian Company will parade at Central Police Station on Thursday, March 15th, under Sub-Inspector R. J. Hunt for a general inspection of equipment etc., by the Commanding Officer. Fall in at 17.30

DOUGLAS SHIP
AGROUNDS.S. Svale Encounters
Thick Fog

News was received yesterday morning that the British steamer, Svale, under charter to the Douglas Steamship Company, ran aground a few miles outside Foochow near the Breakwater Rocks. The grounding is attributed to heavy fog.

The steamer had just left Foochow, bound for Hongkong, when she ran into a thick fog bank and ran bow first on to the rocks. She was reported yesterday to be making water forwards.

Messages calling for assistance were sent from the ship immediately after the accident and among the first to arrive on the scene was the Chinese Revenue boat, Flamingo. The passengers were taken off by the revenue boat and landed at Foochow, and the Flamingo is now standing by the unfortunate vessel.

When the news of the accident reached the Douglas Steamship Company in Hongkong they immediately got in touch with the Haining at Amoy with orders to leave immediately for Foochow.

The S.S. Karmo, another of the Douglas Company's boats proceeded yesterday afternoon to Foochow from Hongkong with salvage equipment on board.

The S.S. Svale is under the command of Captain G. H. Wilkies.

hours. Dress—Blue Uniform, Cap with White Cover, Belt, Armlet with Badge. "Pocket Policeman" and note-book to be carried. The Equipment Officer will make it a point of being present. Recruits will attend.

Training Course—Part II.

All recruits of the Indian Company residing in Kowloon will attend 3, Chi Woo Street, Kowloon on Wednesday, March 14th, at 17.30 hours for instruction.

There will be no class at the Chinese Company Headquarters on Thursday, March 15th, 1934.

FLYING SQUAD.

Inspection Parade.

All ranks of the Flying Squad will parade at Central Police Station on Thursday, March 15th, under Sub-Inspector R. J. Hunt for a general inspection of equipment etc., by the Commanding Officer. Fall in at 17.30 hours. Dress—Blue Uniform. Cap with White Cover. Belt with Brace. Armlet with Badge. "Pocket Policeman" and note-book to be carried. Recruits will attend.

EMERGENCY UNIT RESERVE.

Inspection Parade.

All ranks of the Emergency Unit Reserve will parade at Central Police Station on Thursday, March 15th, under Sub-Inspector R. J. Hunt for a general inspection of equipment etc., by the Commanding Officer. Fall in at 17.30 hours. Dress—Blue Uniform. Cap with White Cover. Belt with Brace. Armlet with Badge. "Pocket Policeman" and note-book to be carried. Recruits will attend.

Sgt. D. L. KING, D.S.P. (R).

Hongkong, Mar. 12th, 1934.

"I PLEAD GUILTY TO
THIS CHARGE"

(Continued from Page 7)

Magistrate Amazed

In nearly all these cases, your Worship, the first defendant held himself out as the manager of the business, and the second defendant, Wong, usually held himself out as the proprietor. It is also quite possible, I think, that the evidence may show that the first defendant, Luara, was the leader, but my submission will be that this is really immaterial.

Four Points.

Continuing, Mr. Whyte-Smith said: I think that the evidence in this case will consist of four points. 1. That the goods were obtained or credit given, or obtained through the defendants trading business, but that in fact their business was to get goods without paying, and to sell as quickly as possible even if the selling price was less.

2. That they had no intention of paying for the goods at the dates promised or that no payment was given at the end of the month which, according to custom, is the recognised time for paying account unless special arrangement was made.

3. That fraud can be inferred from the evidence that the third defendant had already left the Colony, and that the first and second defendants were arrested when they were on the point of leaving the Colony.

4. That a certain degree of confederacy may be inferred from the evidence that all three men slept in the same room.

As to the way in which they disposed of the goods, On February 9 on the same day that they had bought five cases of White Horse Whisky from Messrs. Jardine, Matheson & Co., they sold the five cases to the Tai Hing shop at Queen's Road Central for \$250, that is to say at a drop of \$21.50. That does not seem like genuine business.

On February 9, the Standard Products Company bought 200 bags and 15 cases or Sugar from Messrs. Butterfield & Swire for \$523. The same day they sold the same amount to a shop in Pottinger Street for \$470—at a drop of \$53.

On February 1, 2 and 3 they bought five cases of Ovaltine from Messrs. Reiss Massey and Company for \$564.44. On the same day they sold a similar amount of Ovaltine to the same shop in Pottinger Street for \$519.20—a drop of \$45.24.

On February 9, they obtained a case of Polotol valued at \$180 from Messrs. Anderson, Meyer. On the same day they sold to the same company the same amount of Polotol for \$171.

On February 10, five cases of Anchor butter were obtained from Messrs. Luhring and Smith and on the same day they sold to the same company a similar amount for \$188.20—a drop of \$28.40.

In all these cases, the second defendant, Wong, was the salesman. You will, therefore, see that the goods were sold at a lower price than the price in which they had been bought, and that is the circumstances from which, I think, fraud can be inferred. This type of business, depends for its success on buying goods without paying for them.

On February 10, five cases of Anchor butter were obtained from Messrs. Luhring and Smith and on the same day they sold to the same company a similar amount for \$188.20—a drop of \$28.40.

In all these cases, the second defendant, Wong, was the salesman. You will, therefore, see that the goods were sold at a lower price than the price in which they had been bought, and that is the circumstances from which, I think, fraud can be inferred. This type of business, depends for its success on buying goods without paying for them.

Sgt. D. L. KING, D.S.P. (R).

Hongkong, Mar. 12th, 1934.

On February 10 at 11.30 a.m. a report was made to the Police as a result of which, Inspector M. Murphy accompanied by Sergeant Mottram went to defendants' premises in Connaught Road, and there in the course of the morning, the first and second defendants were arrested. The first defendant had \$200 on him and the second defendant had \$1,300, which as your Worship probably know was applied for before Mr. Balfour by Mr. Silva for legal expenses.

His Worship: I am amazed that the money has been released. You should have opposed to it.

Mr. Whyte-Smith: My attitude at that time was that I neither opposed it nor recommended it. It was in the interests of justice that a defendant in a serious case should be legally represented.

Continuing, Mr. Whyte-Smith said: On the person of the second defendant was found two first class single tickets for Canton enabling them to travel on February 10 only. But I will be able to prove that the tickets were bought at the office of the Steamship company by Wong with the first defendant.

It appeared that on that day, the first and second defendants had left 45, Hankow Road and had taken a room at the Empress Hotel where the luggage was found. In the premises at Connaught Road there was nothing to show that a genuine business was being carried on. It is the same at St. George's Building. The safe was found at Connaught Road and the weighing machine was there also. The refrigerator was found at Nathan Road. These were the only articles recovered.

On February 13, the first defendant when charged with conspiracy to defraud said: "I plead guilty to this charge."

"I Don't Know."

On the charge of actual fraud, he said: "I do not wish to make a statement."

The second defendant in reply to the charge said: "I don't know. I did what he told me to do."

The third defendant said: "I did not conspire with them. I was employed by the first defendant."

Mr. Whyte-Smith concluded his outline by saying that the defendants obtained the goods in such a manner as to make the public believe that they were carrying on a genuine business.

Mr. Silva stated that with reference to his Worship's remarks about the release of money for legal expenses in the possession of the second defendant, the application was made by him. His instructions were that his client had certain money which he would like for legal expenses.

His Worship: I was amazed that the money should be released as I thought the second defendant collected the money from the sales. I am not referring to the past.

Several witnesses, including Mr. Leo Frost, of Messrs. Jardine, Matheson & Co. then gave evidence bearing out Mr. Whyte-Smith's outline after which the case was adjourned.

He then lost consciousness.

Between Two Rocks.

Later when Ku Cheung regained his senses he found himself lying between two rocks. He got to his feet and made his way to the bus stop in Grinpton Road where he collapsed. He was discovered in this position by a bus conductor, who seeing blood on the complainant's face, assisted him to the nearest Police Station, from where an ambulance was summoned.

The complainant, continued Inspector Dorling, could remember nothing else until they approached Bailey's Yard, when he stopped the ambulance and pointed out a house at which he stated he and the two defendants had been staying.

The house was later in the day raided by a European Police Sergeant and the first accused was arrested just behind the door. The complainant's son was found standing on the veranda.

At 2 p.m. that same afternoon the second defendant was arrested at the Hung Hom Ferry Wharf, a steamer ticket being found in his possession.

After further evidence had been recorded, the hearing was adjourned.

CHINA FLEET
CLUBOfficial Opening
This Month

Now quite complete, the building on the Praya East Reclamation waterfront near Arsenal Street, which replaces the old Royal Naval Cantonment, will be opened on March 21, by Commodore Frank Elliott. It will be the home of the China Fleet Club.

Built of steel and cement concrete, the building is most modern and contains five floors on an area of 20,000 square feet. The foundation stone was laid by Admiral Sir Howard Kelly on January 11, 1933, and recently, while still in the hands of the builders, it was temporarily occupied. The theatre hall, which is on the ground floor, was recently used by the A.D.C.

One wing of the Club is for the use of the Chief and Petty Officers and the other for lower ratings. The ground and first floors are taken up with bars, reading rooms, billiard rooms, dining rooms, and the higher floors are devoted to sleeping accommodation.

There are altogether 313 beds, divided into dormitories, on the second and third floors, and 109 cubicles on the top floor. Each floor has a wide verandah on the north and east sides which will provide airy accommodation during the summer months.

Two lifts serve the various floors, one in each wing of the building. Two reading rooms and large bars are provided, one each for the men and lower ratings and one for the Chief and Petty Officers on the first floor.

The dining rooms are large and are situated on the second floor. The men's room has accommodation for 110 inside and 35 on the west verandah, while the Petty Officers' room will seat 64 persons. New and comfortable furniture has been provided for each.

There are two barber's shops on the first floor with modern apparatus and will be staffed by capable Chinese barbers who form part of the Club personnel.

A mineral water plant capable of turning out sufficient refreshment to meet the needs of the Club is a novel feature.

A small shop situated between the two entrances will stock newspapers and periodicals, tobacco, chocolate, etc. This has been rented by a Chinese firm.

Electric light and fans are liberally fitted throughout the building, and other amenities are included to conduce to the comfort of those who will spend much of their time ashore in this building.

Arrivals from U.S.A. March 9th M.V. "NIEL MAERSK" Mar. 31st March 24th M.V. "ANNA MAERSK" Apr. 19th

(All dates are subject to alteration without notice.)

EXCELLENT ACCOMMODATION FOR PASSENGERS AT MODERATE RATES.

For Freight and Passage please apply:—

JEBSEN & CO. Agents. Hong Kong, Pedder Building. Tel. 10916.

Mr. Sheldon: Why did he do it?—I do not know.

Was it some deep, dark conspiracy to get you into trouble?—Yes, the Chief Officer and the engineer said they were going to fix me because I was going to report them for being drunk.

Did they actually say that?—No, but that was what they intended.

Case Adjourned.

The Captain continued his evidence in the afternoon when he was cross-examined on a large number of points by Mr. Sheldon.

With regard to the post of Chief Officer offered the plaintiff, Mr. Sheldon asked if the reason given by the Company for that was that they felt the plaintiff needed more experience?

Witness: No, Mr. Williamson said that as a punishment he would send me to another ship as Chief Officer and that he would give me back my command when it suited him.

I put it to you that you were not dismissed?—That is dismissing me as mister.

After Mr. Macnamara had re-examined, the hearing was adjourned until this morning.

FORTHCOMING
MARRIAGES

Several Announced

The following forthcoming marriages are announced:—

Mr. Cyril Taylor of Repulse Bay Hotel to Miss Marie Pereladova-Larsen of Shanghai.

Mr. Robert Nicholson Leamouth of the China Navigation Company to Miss Bernice Bryan of Shanghai.

Mr. John Maarten Morhaus, banker, living at the Repulse Bay Hotel to Miss Zanada Bauman of 4 Luna Building, Kowloon.

Mr. James Ming Lang of 18 Hillwood Road to Miss Phyllis Macdougall of 1 Tak Shing Street, Kowloon.

Mr. James Hugh Morton Andrew of the Union Insurance Company, Sharnoon, Canton, to Miss Virginia Watry of 10 Branksome Towers, May Road.



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OUTWARD SAILINGS

† (HAL) m.v. "LEVERKUSEN" for Shanghai, Taku, Dairen, Kobe, Osaka, Yokohama, Nagoya, 21st Mar.

• (NDL) s.s. "DONAU" for Shanghai, Taku Bar, Dairen, Tsingtau, Yokohama, Kobe, 24th Mar.

• (HAL) m.v. "ERMLAND" for Shanghai, Taku, Dairen, Tsingtau, Yama, Nagoya, Kobe, Osaka, 31st Mar.

† (NDL) s.s. "SAARBRUECKEN" for Shanghai, Taku Bar, Dairen, Tsingtau, Yama, Kobe, 8th Apr.

HOMEWARD SAILINGS

† (NDL) s.s. "TRIER" for Genoa, Barcelona, L'don, Dover, A'dam, Rotterdam, H'burg, Bremen, 13th Mar.

† (HAL) m.v. "SAUERLAND" for Genoa, Barcelona, R'dam, Hamburg, 15th Mar.

• (HAL) m.v. "MUNSTERLAND" for Genoa, Marseilles, R'dam, Hamburg, 18th Mar.

• (NDL) s.s. "ALSTER" for Genoa, Barcelona, M'les, Oran, A'dam, Rotterdam, Hamburg, Bremen, 22nd Mar.

• (NDL) s.s. "GRANDON" for Genoa, Marseilles, Oran, R'dam, Hamburg, Bremen, 3rd Apr.

† Passenger Vessel. • Limited Passenger Accommodation.

N.D.L. HONGKONG/SOUTH SEA ISLAND SERVICE. s.s. "FRIDERUN" 25th March to MADANG, RABAU and ports.

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HAMBURG AMERIKA LINIE/NORDDEUTSCHER LLOYD JEBSEN & CO., Agents, MELCHERS & CO., Agents, 11, Pedder Street, Tel. 28363. Queen's Building, Tel. 26378.

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NEW YORK,

BOSTON, PHILADELPHIA & BALTIMORE.

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KOWLOON.

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A LONG STORY

Related At Kowloon
Court.

Chan Yung-hing and Leung Fat, two Chinese labourers appeared before Mr. Wynne-Jones at the Kowloon Magistracy yesterday afternoon, when they pleaded not guilty to a charge of wounding Ku Cheung, 53, farmer of Wuchow, with intent to maim, dis

SPACE
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Hongkong Daily Press

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12

HONG KONG DAILY PRESS. TUESDAY, MARCH 13, 1934.

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216, Nathan Road, Kowloon.
8, Des Voeux Road, Hong Kong.
A new Consignment of Bibles with coloured illustrations of Palestine, also a large selection of Children's books has just arrived.

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NOW ON SALE
Changing China
Autumn Quarter
A quarterly non-political review of
life and conditions in China.
"Changing China is an interesting and
useful quarterly. The articles which it
contains have been written in the form of
letters by men and women of various ranks
of life who are living in the interior of China.
The reader gets a picture or rather a series
of pictures of life in Modern China, and at
the same time a resumé of the progress
made in industrial development during the
past quarter."

AS OTHERS SEE US.
The following is taken from the
"TIMES" LITERARY SUPPLEMENT
dated 19th October, 1933.
CHANGING CHINA. A Quarterly Non-Political
Review of Life and Conditions in Modern China.
Vol. I, No. 1 April, 1933, 128 pp. Vol. I, No.
2 July, 1933, 128 pp. 7 x 4 1/2. Hongkong Daily
Press (53, Fleet Street, E.C.4.). 1s. 6d. n. each.
In a preface, the editor explains that the purpose
of this newly published quarterly is to keep a
record of the progress of events in all parts of China
and, by disseminating a fuller knowledge of the
country's actual conditions and needs, to assist in
the promotion of trade and a better understanding
between East and West. To this end, qualified correspondents
in every province have undertaken to supply
reports, commentaries, and forecasts. The first two
numbers contain several articles on interesting subjects—
e.g., the industrial development of the Kwang
provinces, the spread of Communism, the condition
of the native cotton industry, and the Mind of Young
China.
THE HONG KONG DAILY PRESS, LTD.
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Please enter my name as a subscriber to
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THE WATER PROBLEM Landlords In Discussion

A meeting of the members of the Hong Kong and Kowloon Property Owners' Association was held on Monday, the 12th inst., at 2.30 p.m., and in the absence of the Hon. Mr. T. N. Chan, Mr. Li Hoi Tung, Hon. Secretary, took the chair.

The Chairman announced that the meeting was called to consider the proposal brought forward by Mr. P. K. Kwok, and called on Mr. Kwok to address the meeting.

Mr. Kwok said that the object of Government in introducing what has been described as universal meterage, was to prevent waste. This object has not been realised as landlords are still held responsible for water accounts. There is no control over the actual consumption, who in the large percentage of cases are not responsible for paying water accounts, and whose liability at the utmost is limited to \$2 per floor per month, which is paid to the landlord.

A petition on this vexed water question was sent in to Government at the end of last year with the hope of obtaining relief. So far no reply has been received. Meanwhile landlords are continuing to pay on excess consumption which amounts in some cases to over \$70 a quarter and in the average to \$40 to \$50 a quarter.

No allowance bearing any proportion to what landlords have to pay is made in the assessments, with the consequence that we have even to pay rates on what we have already paid for water.

This state of affairs amounts in effect to a heavy levy on landlords. There is only one remedy I can think of, and that is for landlords to give up meters. This might cause inconvenience to tenants, but I feel that the inconvenience would be negligible if landlords were to make an appropriate reduction in the rent—I would suggest \$3 per floor per month, and ask tenants to accept responsibility for getting their own water supply. However, where tenants desire it, landlords could obtain the necessary co-licence hire to supply water at \$3 per floor per month, thus preventing any hardship which might arise on the severance of meters.

No Waste

So far as I can see, it is the avowed object of Government to prevent waste, and not to make a profit on water. It appears that if the luxury of a meter is required, Government insists on full payment that there is nothing to prevent people from going to the fountains for water.

I therefore propose that the members of this association decide on a common policy and that is to give up meters on their property, making a rebate of \$3 per floor per month for co-licence hire to carry water to each floor.

This proposal was received with acclamation and was received with Mr. Leung Kwai Tin who said that this was the best constructive proposal so far brought forward and said besides benefiting every body, the co-licence class who are suffering from the trade depression have some means of augmenting their living.

Before putting the proposal to the meeting, the Chairman asked members to exercise a certain amount of patience. He had it on full authority that Government is giving serious consideration to the matter and that the Hon. Dr. Kotewall and the other representatives on the Council have been asked for their views. Before very long, a reply to the petition would be received and no doubt some relief would be forthcoming. He would propose that any action should be delayed until that reply has been received.

Mr. Li Yau Tsin, O.B.E., said that the Hon. Dr. Kotewall has sent in a memorandum to Government and he is strongly of the opinion that nothing be done precipitately and while the whole matter is still sub-judice.

The proposal was put to the meeting and carried unanimously with the understanding that action be delayed pending a reply on the petition.

"BLACK IVORY" TRADE Negroes Smuggled Into Arabia

Last year was the centenary of the official abolition of slavery, largely promoted by British effort.

This year, it is estimated on good authority, 5,000 African natives, including a number of British subjects, will be smuggled across the Red Sea to be sold as slaves in Arabia.

This vile traffic is carried on in waters patrolled by the British Navy, warships being specially detailed for anti-slavery work. But the Red Sea is a large tract of water, and with Britain's diminished Navy only two small ships can be spared for patrolling the routes frequented by the slave ships. The Red Sea is over 1,300 miles long, and attains a width of 185 miles, writes the "Daily Telegraph" naval correspondent.

The ships in the Red Sea are H.M. sloops *Pennance* and *Hastings*, little craft of 1,025 tons and 16 knots speed, armed with a couple of 4in. guns. They are sufficiently powerful for the work they have to do, but are there enough of them? The answer is supplied by the apparently flourishing state of the slave-running trade across the Red Sea.

A Cargo of Anguish

Here is an extract from a letter by a British mercantile marine officer, published in the current issue of the "Nautical Magazine," describing what he saw recently in the Red Sea:

A big dhow racing across from the African side, going like a destroyer with a force five (moderate) wind on her beam. As we closed her we could hear heart-rending cries coming down wind and could see that she was packed from end to end of her open waist with stalwart negroes seated on thwart or benches, and evidently fastened by their ankles. About twelve or fourteen were stowed abreast, and there were about twenty rows of them, so that meant some 200 to 300 poor wretches were being transported in one vessel.

So close were we that we could see the perspiration gleaming on their black skins, accentuating their fine physique; the whites of their eyes showed with startling clearness as they shouted in their obvious terror.

In August of this year of grace (1933) a slave ship engaged in actual business! What a challenge to our much-vaunted civilization and humanity! Off she went like a startled deer for her "market" on the Arabian coast, where her live cargo would be auctioned and dispersed over the face of the desert.

Slavers' Spy System

Naval officers familiar with the Red Sea assure me, continues the "Telegraph" correspondent, that incidents of this kind are not uncommon. "We catch these slave dhows now and again, but who knows how many more get through?" The movements of our two sloops in the Red Sea are necessarily secret, but the Arab slave-runners probably have an intelligence system of their own which enables them to run their human cargoes with the minimum of risk.

Greatly to her credit, Italy is co-operating with us in the attempt to stop this nefarious traffic. Two Italian gunboats, *Azio* and *Arimondi*, are now on patrol in the Red Sea, and a third Italian vessel is occasionally detailed for similar duty. The French sloop *Ypres* also shares in the work.

It is obvious, however, that these forces are insufficient. On the African shore of the Red Sea there are many ports where the slave dhows can be hidden, awaiting their cargo of "black ivory." When the slaves are embarked they race across the hundred-odd miles of water to the Arabian side under the press of their great lateen sails.

Given a fair start, they can show a clean pair of heels to anything short of a destroyer. If one of our slow-steaming sloops does sight a slaver but has not sufficient speed to overhail her, the captain to fire live shell into her hull, packed as it is with chained unfortunates!

GUESTS AT PENINSULA HOTEL

Mrs. and Miss A. Artuath
Mrs. E. Austen-Hofer
Mrs. E. M. Bachrach
Mr. and Mrs. J. E. Barnes
Sq.-Ldr. A. E. Barn-Sim
Mrs. I. Belth
Mr. Z. C. Belbin
Mrs. W. G. Benn
Capt. and Mrs. C. Benson
Mr. and Mrs. R. Bigazzi
Mr. and Mrs. W. G. Burnie
Col. S. Boyd
Misses H. and J. Boyd
Lt.-Col. E. J. de C. Boys
Miss P. W. Brown
Comdr. E. Bush
Mr. F. G. Butler
Mr. and Mrs. Allan Cameron
Mr. A. L. Caplan
Miss Carrington
Mrs. J. R. Chadwick
Mrs. H. Chase
Mrs. J. L. Childsey
Comdr. and Mrs. G. Cobb
Mrs. E. Cogan
Mrs. and Mrs. C. Collingwood
Mr. S. S. Cook
Mrs. T. Croft
Mrs. W. W. Crosthwaite
Mr. L. Davis
Mr. and Mrs. W. J. Dexter
Mr. J. Fred Dow
Mr. and Mrs. and Miss D. Drummond
Maj. V. E. Ducloux
Mrs. L. C. Dunn
Mrs. and Mrs. F. Easterbrook
Mrs. E. Elder
Mrs. E. R. Feaney
Capt. M. Frame
Mr. G. E. Frisque
Mr. W. L. Gaddum
Mr. C. F. Gambell
Mr. I. H. Gibb
Mr. I. H. Geare
Mr. and Mrs. H. J. Gedge
Mr. L. Gilson
Mrs. W. S. Ginn
Mr. O'Neal Gordon
Mr. and Mrs. J. Gould
Mrs. W. M. Gray
Mr. T. M. Gregory
Mr. and Mrs. L. C. Grover
Mr. and Mrs. E. C. A. Guerra
Mr. and Mrs. B. C. M. Hall
Brig. G. Rowan Hamilton
Lord and Lady Douglas Hamilton
Miss M. P. Hamersley
Mr. A. Hanson
Mr. and Mrs. I. S. Harris
Mr. E. Haussmann
Mrs. C. E. Haygood
Capt. J. L. Henderson
Mrs. J. B. Hone
Mrs. and Miss V. Hoopen
Mr. E. L. Hoste
Mr. and Mrs. D. Houdret
Mr. H. A. Howes
Mrs. T. Hughes
Mr. and Mrs. G. F. B. James
Mr. D. D. James
Mr. D. Jephson
Miss Johnson
Capt. and Mrs. P. B. Jolly
Mrs. G. L. Jones
Dr. A. Nelson-Jones
Mr. F. Kulka
Mr. H. Krutzbosch
Capt. E. F. B. Law
Mr. S. M. Lee
Mr. E. Lewis
Col. and Mrs. L. C. Lewis
Miss L. R. Mackay
Mr. Maurette
Lt.-Col. A. C. Marsh
Miss M. Manuk
Mr. C. Mather
Mrs. D. Mather
Mr. E. J. McGann
Mrs. H. D. McHenry
Mr. W. L. McKenzie
Mrs. N. E. Miller
Mr. S. G. Mills
Mr. and Mrs. V. Morgado
Capt. J. B. Morpeth
Mr. S. H. Morrow
Mrs. F. Muzzall
Surgeon-Comdr. R. P. Ninnis
Mr. K. F. Noble
Rev. M. J. O'Carroll
Mr. O. B. Ochs
Miss M. C. Parker
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Mr. J. E. Salmon
Mr. and Mrs. J. R. Sindlinger
Mr. and Mrs. H. G. Skott
Comdr. and Mrs. G. G. Slade
Mrs. I. Siemann
Mr. E. G. Smith
Mr. A. V. Stalker
Dr. and Mrs. A. C. Surper
Mr. A. J. Swirles
Mr. J. Thomson
Mr. G. Travers

THE FANLING MOTOR TRAGEDY How The Accident Occurred

A swerve to avoid hitting a Chinese woman was given as the cause of the disastrous motoring fatality of last Friday, when the Chandler motor-car driven by Midshipman Noel of H.M.S. Cumberland, left the Lok Ma Chau Road, hit a mud bank, and two trees, and resulted in the death of Midshipman H.C.B. Pearce of the Cumberland, who died at the scene as a result of severe head injuries.

It is officially learned that while proceeding to Kowloon on the Fanling side of the Lok Ma Chau Road and when about roughly three miles from the Fanling Golf Course, Midshipman Noel who was at the wheel of the Chandler motor-car, swerved to the left of the road to avoid a Chinese woman, the car crashing into a small bank of earth to hit two trees and then somersaulted completely over, finally resting half over the edge of the road.

Midshipman Noel who was under the car managed to crawl out. He then saw that the car had pinned the arm of Midshipman Pearce, who was lying clear of the car with the exception of his arm. He tried, but was unable to drag Pearce clear of the car.

Very soon after, Mrs. Gray, wife of Dr. Gray, and Miss C. Vallings came on the scene and managed to render some assistance.

Severe Head Injuries
At this stage both Mrs. Gray and Miss Vallings thought that Pearce was still alive, so Mrs. Gray returned to the Fanling Golf Course for her husband, while Miss Vallings remained at the scene of the crash. Dr. Gray returned shortly afterwards but Pearce had already succumbed to his severe head injuries. The width of the road at the scene of the accident is about 19 feet wide and is on a very long stretch of straight road. On either side of the road are paddy fields about half a dozen feet below the road surface. Midshipman Noel is 19 years of age and has been driving for several years having obtained a Hong Kong driving licence.

The car is a Chandler open five seater and is owned by Messrs. Dodwell and Co.'s motor-Department. The car was out on hire at the time of the crash. Lt. Noel who is at present an inmate of the Royal Naval Hospital, is progressing steadily. He is suffering from severe shock.

SUICIDE PACT Man And Concubine Take Poison

A room in a Wanchai flat at No. 101, Lockhart Road, was the scene of a double tragedy on Sunday night when Tai King Wing, a store clerk at the Government Civil Hospital, and his concubine, Wong Ah Mei, were found dead. They had taken poison dissolved in brandy, and apparently they had entered into a pact to die together.

The man had a "kit fat" wife, who was away from the flat at the time, having been for some time an inmate of the Kowloon Hospital. It is stated by the other occupants of the floor that there had been frequent quarrels between the dead couple, these arising from the man's habit to absent himself from the house. On Sunday he left as usual to visit a cabaret, stating it would be his last night out.

Returning at about 2 a.m., he entered his room where the concubine was sleeping. Later in the night the other inmates were roused by groans from the room, the couple by this time being in a hopeless condition from the effects of the poison.

Two glasses containing the sediment of some poison which had been taken mixed with brandy were found in the room when the police were called in and discovered the couple to be dead.

Mr. and Mrs. G. W. True
Maj. W. E. Tyndall
Miss M. M. Tyrell
Mrs. H. E. Vall
Dr. and Mrs. A. Vickers
Maj. H. F. Waters

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD, BREMEN.

THE Motor Ship "FULDA"
having arrived from BREMEN, HAMBURG and FORT. Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.

Consignees are further notified that the motor ship "FULDA" has taken at HAMBURG and BREMEN through cargo for HONG KONG ex S.S. "JADE" S.S. "LUNN" and S.S. "CARL" from COPENHAGEN and KOTKA.

All goods remaining undelivered after the 19th of March, 1934, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the godown for examination by the consignee and the Company's surveyors, Messrs. Anderson & Ash, at 10 a.m. on the 17th of March, 1934.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's surveyors.

No claim will be admitted after the goods have left the godown and all claims must be presented within two weeks of the ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the undersigned for countersignature.

MELCHERS & CO.,
Agents:
NORDDEUTSCHER LLOYD BREMEN,
Hong Kong, 12th March, 1934. [332]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE

M.S. "FELIX ROUSSEL"

ARRIVED HONG KONG on
FRIDAY, 9th MARCH,
1934.

From MARSEILLES, etc.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Undersigned before Monday, 19th March, 1934, or they will not be recognised.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goldard & Douglas, at 10 a.m. on Thursday, the 15th March, 1934.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL,
Agent.

Hong Kong, 9th Mar., 1934. [2348]

SILVER LINE.

NOTICE TO CONSIGNEES.

From
NEW YORK AND LOS ANGELES

THE Motor Vessel "SILVERCYPRESS"

having arrived from the above Port on 8th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 14th March, 1934, at 10 a.m.

All Claims must be presented within 15 days of the Vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th March, 1934, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNES (SAB EAST), LTD.,
4th Floor, King's Building,
Cousland Road.
Dial 22165.

Hong Kong, 8th Mar., 1934. [2247]

Mr. A. C. Wilcox
Maj. D. C. Wilson
Lt. Comdr. L. C. Windsor
Mrs. E. Wolfenden
Mr. J. F. Wright
Mr. R. N. Watjen

CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SWATOW & SINGAPORE	"ANSHUN"	On 14th Mar., 6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 14th Mar., 2 p.m.
AMOI & SHANGHAI	"TSINAN"	On 14th Mar., 5 p.m.
SHANGHAI, HONGKONG & TIENTSIN	"HUTCHOW"	On 15th Mar., 10 a.m.
SWATOW, SHANGHAI	"KANCHOW"	On 16th Mar., 10 a.m.
SWATOW, NINGPO & SHANGHAI	"YOHOW"	On 16th Mar., 10 a.m.
HONGKONG, PAKHOI & HAIPHONG	"KWANGTUNG"	On 16th Mar., Noon
HONGKONG & BANGKOK	"KAYING"	On 17th Mar., 2 p.m.
AMOI, SHANGHAI, Dairen	"LINAN"	On 17th Mar., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 18th Mar., 10 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 18th Mar., Noon
SWATOW, FOOCHOW, WEIHAIWEI	"HUNAN"	On 20th Mar., 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 21st Mar., 0 a.m.
AMOI & SHANGHAI	"TAIYUAN"	On 21st Mar., 5 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 23rd Mar., 10 a.m.
HONGKONG, PAKHOI & HAIPHONG	"KUNGCHOW"	On 23rd Mar., 4 p.m.
AMOI, SHANGHAI, Dairen	"TEAN"	On 24th Mar., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"HUPEH"	On 25th Mar., 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 25th Mar., Noon
AMOI, SWATOW, HONGKONG	"ANHUI"	On 27th Mar., 6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 28th Mar., 10 a.m.
AMOI & SHANGHAI	"TSINAN"	On 28th Mar., 5 p.m.
SWATOW & BANGKOK	"KWEIYANG"	On 1st Apr., Noon

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
TELEPHONE 3031.
CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. Is.), Thursday 14. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS CHANGE TAIPING (SUNDAY)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SUGAR AND STEWARD'S CARRIAGE.

First Short Line to Australia and New Zealand, Hong Kong, Sydney—15 C.
FIRST CLASS FARE TO SYDNEY, £78 RETURN
LONDON (via Australia) from £128-15-0.

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	In Port	18 Mar.	18 Mar.	1 Apr.
CHANGTSE	9 Apr.	17 Apr.	20 Apr.	6 May
TAIPING	8 May	15 May	19 May	3rd June
CHANGTSE	12 June	19 June	22 June	8 July

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI.

THE EAST ASIATIC CO., LTD COPENHAGEN

The M.S. "CHILE"

on or about 20th MAR., 1934
For SINGAPORE, PORT SAID, ROTTERDAM, HAMBURG, COPENHAGEN, Gdynia, and other SCANDINAVIAN & BALTIC PORTS.

STEAMER	OUTWARD	HOMEWARD
M.S. "Danmark"	9th April	4th May
M.S. "Siam"	17th April	17th May
M.S. "Panama"	4th May	5th June
M.S. "Java"	17th May	5th June
M.S. "Malaya"	3rd June	5th July

Optional Bills of Lading issued to United Kingdom Ports.
All vessels have excellent passenger accommodation (1st class only).
Passenger fares Hongkong/Europe £35 to £80.

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels

M.S. "BINTANG" M.S. "MUINAM."

m.s. "Munnam" leaving for Bangkok via Swatow on or about 23rd MAR., due Bangkok on or about 29th MAR.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD

Telephone 24071. Agents. MERCHANTS BANK BUILDING.

PRINCE LINE—SILVER LINE

JOINT SERVICE

FORTNIGHTLY SAILINGS

TO

HALIFAX (NOVA SCOTIA CANADA),

BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "SILVERCYPRESS"	Mar. 17th
M.V. "MALAYAN PRINCE"	Mar. 31st
M.V. "SILVERWALNUT"	Apr. 14th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

King's Building. Telephone: 23165. Telegram: Furnprince

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 3 P.M.

S.S. "HAIYANG"	on TUESDAY, 18th MAR., 3 P.M.
S.S. "HAICHING"	on FRIDAY, 16th MAR., 3 P.M.
S.S. "HAINING"	on TUESDAY, 20th MAR., 4 P.M.

Subject to alteration without notice.

Arrivals and Departures from the Company's Wharf (Near Blake Pier),
ROUND TRIP TICKETS will be issued from HONGKONG to
FOOCHOW (Pagoda Anchorage) and return by the same steamer
at the Reduced Rate of \$100.00 including Meals while the steamer
is at Coast Ports (Time for Round Voyage 8 Days).

For Freight and Passage apply to—

DOUGLAS LARPAK & CO., LTD.

Tel 28037 and 28038. General Managers. P. & O. Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.	
Hai Yang, Douglas, March 18.	
Anshun, B. & S., March 14.	
Tsinan, B. & S., March 14.	
Hai Ching, Douglas, March 16.	
Linan, B. & S., March 17.	
Hai Ning, Douglas, March 20.	
Kum Sang, Jardine's, March 20.	
Tai Yuan, B. & S., March 21.	
Takada, B.I. (Apar), March 23.	
Sirghana, B.I. (Apar), April 6.	
Obafio.	
Yat Shing, Jardine's, March 18.	
Hunan, B. & S., March 20.	
Hop Sang, Jardine's, March 23.	
Chinwangtao.	
Empress of Britain, C.P.S., March 21.	
Dairen.	
Linan, B. & S., March 17.	
Leverkusen, Jebson's, March 21.	
Donau, Melcher's, March 24.	
Ermland, Jebson's, March 31.	
Hector, B. & S., April 1.	
Atrous, B. & S., April 3.	
Saarbrücken, Melcher's, April 5.	
Foochow.	
Hai Yang, Douglas, March 13.	
Hai Ching, Douglas, March 16.	
Yat Shing, Jardine's, March 18.	
Hai Ning, Douglas, March 20.	
Hunan, B. & S., March 20.	
Hop Sang, Jardine's, March 23.	
Kamo Maru, N.Y.K., March 23.	
Proteus, B. & S., March 29.	
Sui Sang, Jardine's, March 31.	
Rakuyo Maru, N.Y.K., April 10.	
Japan and Shanghai.	
Pres. Cleveland, A.M. Line, March 13.	
Toyooka Maru, N.Y.K., March 13.	
Maron, B. & S., March 14.	
Ajax, B. & S., March 16.	
Pres. McKinley, Dollars, March 16.	
Torgest, Dodwell's, March 16.	
Fushima Maru, N.Y.K., March 17.	
Lishon Maru, N.Y.K., March 17.	
Tai Yang, Dodwell's, March 18.	
Tourcoing, Thoresen's, March 19.	
Kum Sang, Jardine's, March 20.	
Somali, P. & O., March 20.	
Empress of Britain, C.P.S., March 21.	
Leverkusen, Jebson's, March 21.	
Taiyo Maru, N.Y.K., March 21.	
Carthage, P. & O., March 22.	
Empress of Russia, C.P.S., March 23.	
Nagars, Gilman's, March 23.	
Takada, B.I. (Apar), March 23.	
Anna Maersk, Jebson's, March 24.	
Donau, Melcher's, March 24.	
Pres. Coolidge, Dollars, March 24.	
Achilles, B. & S., March 25.	
Porthos, Messageries, March 26.	
Shan Tung, Gilman's, March 27.	
Pres. Jackson, A.M. Line, March 30.	
Ermland, Jebson's, March 31.	
Niel Maersk, Jebson's, March 31.	
Atrous, B. & S., April 3.	
Chichibu Maru, N.Y.K., April 4.	
Naldora, P. & O., April 5.	
Nellora, P. & O., April 5.	
Emp. of Japan, C.P.S., April 6.	
Sirghana, B.I. (Apar), April 6.	
Panama, Manner's, April 8.	
Saarbrücken, Melcher's, April 8.	
Pres. Taft, Dollars, April 10.	
Emp. of Asia, C.P.S., April 20.	
Keelung.	
Lishon Maru, N.Y.K., March 16.	
Newchwang.	
Linan, B. & S., March 17.	
Niippo.	
Yochow, B. & S., March 16.	
Otan.	
Achilles, B. & S., March 26.	
Rumaus, B. & S., April 8.	

SHANGHAI AND WAY PORTS.

Sui Sang, B. & S., March 14.	
Tsinan, B. & S., March 14.	
Yuen Sang, Jardine's, March 14.	
Yochow, B. & S., March 16.	
Linan, B. & S., March 17.	
Norviken, Jardine's, March 18.	
Szechuen, B. & S., March 18.	
Tourcoing, Thoresen's, March 19.	
Kwai Sang, Jardine's, March 21.	
Soochow, B. & S., March 21.	
Tai Yuan, B. & S., March 21.	
King Yuan, B. & S., March 23.	
Conte Rosso, Dodwell's, March 31.	
Hector, B. & S., April 1.	
Rumaus, B. & S., April 8.	

Swatow.

Hai Yang, Douglas, March 13.	
Sval, Douglas, March 13.	
Anshun, B. & S., March 14.	
Sui Sang, B. & S., March 14.	
Yuen Sang, Jardine's, March 14.	
Hai Ching, Douglas, March 16.	
Yochow, B. & S., March 16.	
Helios, Thoresen's, March 18.	
Kwang Chow, B. & S., March 18.	
Norviken, Jardine's, March 18.	
Szechuen, B. & S., March 18.	
Yat Shing, Jardine's, March 18.	
Hai Ning, Douglas, March 20.	
Hunan, B. & S., March 20.	
Kwai Sang, Jardine's, March 21.	
Soochow, B. & S., March 21.	
King Yuan, B. & S., March 23.	
Conte Rosso, Dodwell's, March 31.	
Hector, B. & S., April 1.	
Rumaus, B. & S., April 8.	

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Sval, Douglas, March 13.	
Anshun, B. & S., March 14.	
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Yuen Sang, Jardine's, March 14.	
Hai Ching, Douglas, March 16.	
Yochow, B. & S., March 16.	
Helios, Thoresen's, March 18.	
Kwang Chow, B. & S., March 18.	
Norviken, Jardine's, March 18.	
Szechuen, B. & S., March 18.	
Yat Shing, Jardine's, March 18.	
Hai Ning, Douglas, March 20.	
Hunan, B. & S., March 20.	
Kwai Sang, Jardine's, March 21.	
Soochow, B. & S., March 21.	
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Hector, B. & S., April 1.	
Rumaus, B. & S., April 8.	

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Conte Rosso, Dodwell's, March 31.	
Hector, B. & S., April 1.	
Rumaus, B. & S., April 8.	

Swatow.

Emp. of Japan, C.P.S., April 6.	
Sirdhana, B.I. (Apcar), April 6.	

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAYA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"CHITRAL"	16,000	24th Mar.	Marseilles and London.
"BURDWAN"	8,000	31st Mar.	Bombay, Marseilles, Havre, London.
"RANCHI"	17,000	7th April	Bombay, Marseilles and London.
"CARTHAGE"	15,000	21st April	Bombay, Marseilles and London.
"SOMALI"	6,500	28th April	Bombay, Marseilles and London.
"NALDERA"	16,000	5th May	Bombay, Marseilles and London.
"CORFU"	16,000	19th May	Bombay, Marseilles and London.
"BANGALORE"	6,000	26th May	Bombay, Marseilles and London.
"MANTUA"	11,000	2nd June	Bombay, Marseilles and London.
"RAWALPINDI"	17,000	16th June	Bombay, Marseilles and London.
"BHUTAN"	6,000	30th June	Bombay, Marseilles and London.
"KAHAR-I-HIND"	12,000	30th June	Bombay, Marseilles and London.
"RAJPUTANA"	17,000	14th July	Bombay, Marseilles and London.

* Cargo only. † Calls Cebu, Manila.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,000	16th Mar.	Singapore, Penang & Calcutta
"SANTHA"	8,000	1st April	do.
"TAKADA"	7,000	16th April	do.

† Calls Rangoon. * Calls Port Swettenham.

B.I.—Apcar line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NANKIN"	7,000	30th Mar.	Manila, Batavia, Brisbane
"NELLOR"	7,000	4th May	Sydney and Melbourne.
"TANDA"	7,000	2nd June	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Frequent connections from Australia to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and the P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London, Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"SOMALI"	6,500	21st Mar.	Shanghai, Kobe & Yokohama
"CARTHAGE"	15,000	23rd Mar.	Shanghai, Kobe & Yokohama
"TAKADA"	7,000	23rd Mar.	Shanghai, Kobe & Yokohama
"NALDERA"	16,000	5th Apr.	Shanghai, Kobe & Yokohama
"NELLOR"	7,000	5th Apr.	Shanghai, Kobe & Yokohama
"SRIDHANA"	8,000	6th Apr.	Shanghai, Kobe & Yokohama
"BANGALORE"	6,000	18th Apr.	Shanghai, Kobe & Yokohama
"CORFU"	16,000	19th Apr.	Shanghai, Kobe & Yokohama
"TALMA"	10,000	29th Apr.	Shanghai, Kobe & Yokohama
"MANTUA"	11,000	3rd May	Shanghai, Kobe & Yokohama
"BHUTAN"	6,000	6th May	Shanghai, Kobe & Yokohama
"RAWALPINDI"	17,000	16th May	Shanghai, Kobe & Yokohama
"KAHAR-I-HIND"	12,000	17th May	Shanghai, Kobe & Yokohama
"RAJPUTANA"	17,000	31st May	Shanghai, Kobe & Yokohama
"RANCHI"	17,000	14th June	Shanghai, Kobe & Yokohama
"BURDWAN"	8,000	11th July	Shanghai, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Pumps. Louvre Ventilation. Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 6 ft. will be received at the Company's Office up to Noon on the day previous to sailing. For further information, Passage Fares, Freight, Handbooks, etc., apply.

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONG KONG, Agents.

THE SWEDISH EAST ASIATIC

SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good passenger accommodation.)

HOME WARDS

To PORT SAID, MARSEILLES, ALGIERES, ORAN, BOTTEDAM (AMSTERDAM), HAMBURG, OSLO, GOTHENBURG and other SCANDINAVIAN PORTS.

via MANILA AND STRAITS SETTLEMENTS.

M.V.	From Hongkong (about)	Destination
"DELHI"	2nd April	Selling about
"NAGARA"	23rd March	Selling about
"BHANTUNG"	27th March	Selling about
Passenger Rates	Hong Kong to Mediterranean	£48
	Hong Kong to Rotterdam	£55
Agents	GULMAN & CO., LTD.	G. R. HUYGEN
	Hong Kong	Canton

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 6,730 TONS;
THROUGH CARGO
18,970 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

Ship	Cargo for H.K.	Through Ports
Britis		
Sul Yang	190	160
Hutchow	80	30
Hop Sang	985	1,259
Haidis	1,781	3,036
Dutch		
Tjlsadane	179	3,668
Grasterkerk	1,490	5,254
Norwegian		
Havdrot	1,700	1,700
Japanese		
Lyons Maru	270	3,084
Canada Maru	58	3,423
Tawar	328	6,501
Chinese		
Shun Lee	100	100
Canton	100	100
Total	6,733	18,970

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Ship	Arr.	Dep.
British	4	5
Dutch	2	0
Norwegian	1	1
Japanese	2	2
Chinese	1	0
Total	10	8

SHIPS IN HARBOUR

Wharves.

Holt's—Grasterkerk.

China Merchants—Tal Poo Sek.

Jardine Matheson's—Hop Sang.

Chu On—Hydrangea.

Docks.

Kowloon—Yat Shing, Harold.

svang, Hatching, Tin Yat, Yuen.

Sui Yang, Sui An, Engadine.

Talkoo—H.M.S. Proteus, King.

Yuan, Rheemor, Tsinan, Kanchow.

Sunning, Tcheikan, Wing Wo.

No. A4—Canada Maru.

No. A5—Pronto.

No. A6—Tal Ping.

No. A7—Tjlsadane.

No. A9—Wallen.

No. A16—Barge.

No. B2—Daviken.

No. B4—Lyeemoon.

No. B5—Haydrot.

No. B9—Tonkin.

No. B10—Shun Lee.

No. B14—Fulchow.

No. B16—Red Flag.

ARRIVALS

March 12.

Hin Sang, British str., 1,885 tons, Captain A. D. Kelman, from Sandakan, buoy No. B22—J.M. & Co.
Tjlsadane, Dutch str., 3,635 tons, Captain P. J. Entrup, from Manila, buoy No. A15—J.C.J. Line.
Fulda, German str., 5,525 tons, Captain Arndt, from Manila, buoy No. A17—Meichers & Co.
Hal Yang, British str., 1,397 tons, Captain Erwin, from Swatow, Douglas Wharf—Douglas & Co.
Toyama Maru, Japanese str., 4,386 tons, Captain Nakamura, from Shanghai, Stonecutters, N. Y. K.
Shun Lee, Chinese str., 970 tons, Captain K. Sano, from Canton, buoy No. B10—Kee Tai Hong.
Pres. Cleveland, American str., 8,393 tons, Captain R. E. Carey, from Manila, Kowloon Wharf—Dollar S.S. Line.
Michael Jensen, Danish str., 1,343 tons, Captain Thaysen, from Hoihow, buoy No. B16—Chin Seng Hong.

March 11.

Yat Shing, British str., 1,424 tons, Captain J. Middenway, from Canton, Kowloon Dock—J.M. & Co.
Scaloria, British str., 3,435 tons, Captain W. Fraser, from Yokohama, Kowloon Dock—A.P.C.
Tal Poo Sek, French str., 1,219 tons, Captain Maternate Paul, from K. C. Wan, C.M.S.N. Wharf—Tal Fung & Co.
Kronviken, Norwegian str., 1,519 tons, Captain T. Kvanne, from Swatow, Talkoo Dock—Wallen & Co.
Canada Maru, Japanese str., 3,551 tons, Captain I. Kobayashi, from Tawau, buoy No. A4—O.S.K.
Havdrot, Norwegian str., 713 tons, Captain I. Lovik, from Saigon, buoy No. B5—K. Larsen & Co.
Gaasterkerk, Dutch str., 4,058 tons, Captain W. Kimmmerer, from Manila, buoy No. A3—J.C.J. Line.
Tjlsadane, Dutch str., 3,635 tons, Captain J. Andriaanse, from Amoy, buoy No. A7—J.C.J. Line.
Haidis, British str., 1,144 tons, Captain A. Hall, from Swatow, buoy No. C1—Wo Fat Sing.
Hutchow, British str., 1,220 tons, Captain W. M. Christie, from Amoy, buoy No. B14—B. & S.
Sui Yang, British str., 1,594 tons, Captain J. M. Byrne, from Swatow, buoy No. B15—B. & S.

March 10.

Kanchow, British str., 1,222 tons, Captain F. Gibbs, from Port Campha, Talkoo S.R. Wharf—B. & S.

CLEARANCES

March 12.

Daviken, for Swatow.
Kaitangata, for Port Courbet.
Sui Yang, for Canton.
Hutchow, for Canton.
Hydrangea, for Swatow.
Pronto, for Singapore.
Tsinan, for Canton.
Kamo, for Foochow.
Kronviken, for Singapore.
Canada, for Yokohama.
Gaasterkerk, for Shanghai.
Nankoh Maru, for Kemaman.
Fulda, for Shanghai.

No. B20—Sui Yang.
No. B26—Tinhow.
No. B27—Nankoh Maru.
No. C1—Haidis.

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SEATTLE & VANCOUVER.

HIKAWA MARU ... (Starts from Kobe) Saturday, 24th Mar.
HIYE MARU ... (Starts from Kobe) Saturday, 7th Apr.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

YASUKUNI MARU ... Friday, 16th Mar.
HAKONE MARU ... Saturday, 31st Mar.
SUWA MARU ... Saturday, 14th Apr.

SYDNEY & MELBOURNE via Manila and Port.

ATSUTA MARU ... Saturday, 24th Mar.
KAMO MARU ... Saturday, 28th Apr.

BOMBAY via Singapore, Penang and Colombo.

TOTTORI MARU ... Thursday, 28th Mar.
NAGATO MARU ... Friday, 6th Apr.
TANGO MARU ... Wednesday, 11th Apr.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

RAKUYO MARU ... Monday, 10th Apr.

NEW YORK via Panama.

LISBON MARU ... Saturday, 17th Mar.
TOBA MARU ... Wednesday, 13th Apr.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piræus, Genoa and Valencia.

LIMA MARU ... Monday, 16th Apr.

CALCUTTA via Singapore, Penang and Rangoon.

MALACCA MARU ... Thursday, 15th Mar.
BENGAL MARU ... Thursday, 29th Mar.
YAMAGATA MARU ... Sunday, 8th Apr.

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